

Buoy 13

VOLUME XXXII NUMBER 1

SPRING 2009

NEWSLETTER OF THE THIRTEEN U. S. COAST GUARD DISTRICT AUXILIARY

To: ALAUX
From: CHDIRAUX

ALL-HANDS - STATE OF THE COAST GUARD ADDRESS -006/009

From: Allen, Thad Admiral

Sent: March 03, 2009

Subject: ALL HANDS - State of the Coast
Guard Address

To the Men and Women of the United States Coast Guard:

This afternoon, I will deliver my third State of the Coast Guard address at the National Press Club in Washington, DC. During this year of transition, I thought it was important to emphasize the tremendous value we provide to the Nation on a daily basis. Our men and women - active duty, reservists, civilians, and auxiliarists - safeguard the Nation's maritime interests in the Heartland, in the Ports, at Sea, and around the Globe. We are America's Maritime Guardian.

Last year, I mentioned the Coast Guard has never been more relevant in the national discussion of maritime issues. This year, the demand for our services has never been higher and this puts a tremendous burden on our people and our assets. We are in such high demand because we are a unique instrument of the federal government. As an Armed Service, DHS component agency, National Intelligence Community member and the Nation's lead representative at the International Maritime Organization, we are well equipped to mitigate risks and respond to threats anywhere in

the maritime domain.

Our working environment has changed dramatically over the past decade and we are evolving to meet new challenges. Our modernization program is unifying our

command and support structures to improve mission performance in the field. We still need Congressional authorization to fully implement our plans but we are well on our way. We are also introducing new assets to ensure our people have the right capability mix to execute our missions.

We need to act with a sense of urgency because the maritime domain is changing rapidly and our work has never been more important for the Nation's safety, security, and economic prosperity. We'll engage the public and private sectors as well as the international community wherever America's maritime interests are at stake.

To fulfill our commitments, we have to recapitalize our aging assets and shore infrastructure while increasing our capacity to meet emerging demands. I will continue to work with the Administration and the Congress to ensure our men and women have the tools, capabilities, and authorities to execute our missions safely and effectively.

As the Nation struggles with a lingering economic recession, we'll have to make difficult financial



*Admiral Thad Allen, Commandant, U S
Coast Guard on the Potomac River. USCG
Photo*

STATE OF THE CG CONTINUED ON PAGE 4

USCG AUXILIARY BUOY 13

HOMELAND SECURITY UNITED STATES COAST GUARD OFFICERS 2009 ¹

Commandant	ADM Thad W. Allen
D-13 District Commander	RADM John P. Currier
CHIRAU	CAPT Mark Rizzo
D-13 Chief of Staff	CAPT Michael Lodge
D-13 Prevention Division Chief	CAPT William Devereaux

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Ops Training Officer (OT0)	CWO2 Stephen Jones, USCG
DIRAUX Staff	SK1 Kenneth Hailey USCG
DIRAUX Staff	Shirley Blanchett
DIRAUX Staff	Charles K. Claytor

AUXILIARY ADMINISTRATIVE ASSISTANTS TO DIRAUX

AUXOP Facility Inspections	Gary Proudlock
AUXOP Testing Coordinator	Jack Feather

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Director of Auxiliary	LCDR Andre Billeaudeau
District Commodore	COMO Dennis Hoppman
District Chief of Staff	DCOS Peter Raiswell
District Captain-North	DCAPT-N Stephen M. DeMaggio
District Captain-East	DCAPT-E Kathy Goodwin
District Captain-South	DCAPT-S Dean Wimer
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Division 2 Commander	John E. Bureson
Division 3 Commander	Bob Hayes
Division 4 Commander	Grant Winther

EASTERN AREA

Division 8 Commander	Shirley Swingley
Division 10 Commander	Jim Armstrong
Division 11 Commander	Penny Wonenberg

SOUTHERN AREA

Division 5 Commander	Ellen Karan
Division 6 Commander	Mel Chaput
Division 7 Commander	Douglas R. Balkema

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District Administrative Aide	Bonnie Kesson	D-AA
District Administrative Aide	Sharon Reseck	D-AA
State Liaison - WA	Bonita Harding	SLO-WA
State Liaison - OR	Leora Johnson	SLO-OR
State Liaison - ID	Larry Graves	SLO-ID
State Liaison - MT	Tommy Cockerham	SLO-MT

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DSO Comm. Services	Bruce Miller	DSO-CS
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DSO Information Systems	Theodore Schiesswohl	DSO-IS
DSO Legal	Edwin. Simmers	DSO-LP
DSO Materials	Matt Epstein	DSO-MA
DSO Marine Safety	Lou Herrick	DSO-MS
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DSO Public Education	Keith E. Harding	DSO-PE
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DSO Program Visitor	Vincent W. Debenedette	DSO-PV
DSO Vessel Examination	Joseph LeCointe	DSO-VE
D-13 Historian	Robert J. Lyden	

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Logistics	Theodore Schiesswohl	DD-CL
Planning and Readiness	John Thoma	DD-PL
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20 June 2009

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2009 District Staffing projections as of March 2009

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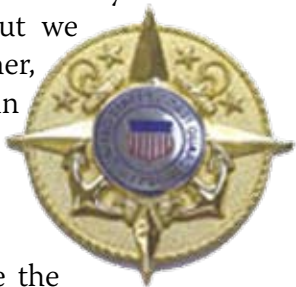
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|--|---|



Frank A McJunkins, DSO-CM, F23, receives a hearty hand shake and plaque in recognition his selection as Auxiliarist of the Year 2008 from DCO Dennis Hoppman at D13 Meeting on 14 February 2009. USCG Aux Photo

STATE OF THE CG CONTINUED FROM PAGE 1

decisions to allocate our existing resources towards the greatest risk areas. We have always been sound fiscal stewards but we will not do more with less. Rather, we will consider investments in the Coast Guard as a critical step towards decreasing the Nation's maritime risk.



At the end of the day, you are the reason the Coast Guard can provide such tremendous value to the Nation. You enable us to be Always Ready. You ensure we can meet All Threats and All Hazards - nationwide and worldwide. You are America's Maritime Guardian.

I encourage you to watch or read the entire State of the Coast Guard Address and discuss it with your shipmates so you can understand our dynamic operating environment. Thank you for your tremendous commitment and dedication to our Service. Semper Paratus.

Admiral Thad Allen

Commandant, U.S. Coast Guard

Note: The video of the Commandant's State of the Coast Guard Address will be posted on the Coast Guard Visual Imagery gallery (<http://cgvi.uscg.mil/media/mail.php>) and on You Tube (<http://youtube.com/uscgimagery>) as soon as available. A full transcript will be posted on Commandant's Corner (www.uscg.mil/comdt) within 48 hours.

2. CG-542, sends



D13 Auxiliary inviting the public to Team Coast Guard. CG AUX Photo

TEAM CG AUXILIARY

Dennis L. Hoppman

*Commodore D13,
USCGAUX*

There is no shortage of advice given to incoming officers. There is no shortage of inspiration and good example either. Among the gems that I have heard dispensed is the following golden rule for a change of command article, "Be bright and Be brief."



*DCO Dennis Hoppman
USCG AUX Photo*

Well, it is brief and to the point. It also, I think, though I'm not sure if it intends to do this, states that actions are far more important and a lot louder than words.

Well they certainly are when the Auxiliary gets involved.

It is a sentiment with which I agree wholeheartedly.

Doing the deed is paramount, getting the job done the objective, In other words, we must do our duty.

Put simply the Auxiliary has a job to do. It is one that, like the missions, are ever-varied and changing.

It is one that relies upon the caliber, training and readiness of all its members.

It is one that does not rely on any one PERSON but a TEAM who work together for a common goal. That is the sort of regime that I hope we can foster here.

TEAM CGAUX CONTINUED ON PAGE 8

RECRUITING, RETENTION AND MISSION EXECUTION

THE IMPORTANCE OF TELLING YOUR AUXILIARY STORY - PART THREE

LCDR Michael A. (Andre) Billeaudeaux, DIRAUX D13

This is the final part of a series exploring the reasons why telling our Auxiliary story is important.

The previous parts explored the use of Web 2.0 and value of “digitally” telling our Auxiliary story to increase information reach, feedback opportunities and to foster a sense of belonging.

This capstone article will explore *how* and *where* information, messages and training resources may be stored, accessed and propagated in a digital world.

As a prolog to this third and final article I wanted to bring your attention to the recent demise of the paper-based Seattle Post Intelligencer which printed its last “dimensional” version on March 17, 2009. Today you can still read Seattle’s oldest newspaper – it’s at: www.SeattlePI.Com.

An editorial written by the P-I’s Joel Connelly that day stated their new information-age only format will “...be an adventure in journalism, not just for the P-I writers but for an audience that seeks information, has opinions and is willing to speak its mind”.

He asserts that this online product could be the new model for journalism nationally which not only allows for instant and rapid updates but *becomes a vehicle for empowerment* (emphasis added).

Connelly explains that while the paper will still be providing news and opinions, the readers are now given links to post their own immediate comments thus providing a pool of interactive readers who, arguably, come away with a longer-lasting and more meaningful experience. (see: http://www.seattlepi.com/business/1310ap_seattle_p_i.html)

This new spirit of interactive journalism is an important element to consider as vice at the Auxiliary modernizes. Empowerment through information sharing, engagement and data storage, *like in the new P-I*, are important concepts for forward-thinking

members to consider.

This final article not only explores those notions but offers solutions which have already had a significant impact on our day-to-day missions here in the Thirtieth District.

Does This Sound Familiar?

How often has it occurred that a single Auxiliary member held so much critical knowledge that their loss crippled the unit’s capability? What if there was a way to capture, bottle and re-use this member’s knowledge, ideas, theories or networks of subject matter experts?

This scenario proposes that there is value to an on-line “*store & use*” philosophy. This is in fact a core concept supporting a relatively new academic discipline (2005) termed *Knowledge Management* (KM). Simply speaking, KM is a democratic approach to information storage and distribution. It’s democratic in that there’s no more reliance on “a” single webmaster who screens and decides content but instead relies on all members in a “community” to provide value-added input as and where appropriate; it’s a team approach.

In the far-ranging and often scattered Auxiliary information environment using a KM tool can enhance information distribution while adding depth and background to any message. Activities supporting KM include those which improve performance, innovation or the sharing of lessons or best practices. KM collaborative efforts, made available for broad dissemination, can assist the Auxiliary share valuable insights, eliminate redundant work or reduce training time for new members. Additionally, KM systems can help the Auxiliary retain service-related intellectual capital before experienced members retire or move on.

Knowledge Management Background

Classic “group learning” efforts included on-site job-based discussions, training “apprenticeships”, distribution of library materials or one-to-one mentoring. However, the internet has greatly enhanced and expanded these efforts such that “learning” archives

TELLING YOUR AUXILIARY STORY CONTINUED ON PAGE 6

like never before are available at one's fingertips.

Elements of USCG Auxiliary KM might include accessible data about our people, processes, technology or operational structures. Regardless of the categorization, KM allows our "distant members" opportunities to engage in the transfer or exploitation of established knowledge amongst the larger Auxiliary.

Additionally KM may act as a catalyst for the propagation of "new knowledge" or innovation as like-minded Auxiliarists can build on ideas or processes left behind in a KM structure.

The following screen shot demonstrates just this type of Auxiliary Innovation Community currently available in a KM system known as the Maritime Information Initiative (see: <https://www.chds.us/?special/info&pgm=Maritime> // Membership available to all Auxiliarists).

Here any Auxiliarist can post or retrieve a best practice or good idea for all to see. Further, in these forums, Auxiliarists can comment, add value or ask questions of the interested group or initial author. Ultimately ideas can become refined enough to compete for implementation at a unit, become the newest entry in the DIRUAX SOP or even compete for funds through the


[Commandant's Innovation Process](#).

Another strategy involves Auxiliarists making requests of others associated with a particular subject, such as QE's, DIRAUX staff or their District Captains.

In such an instance, expert individual(s) can provide their insights to the particular person needing help. Below is an example of the D13 Operations Training Officer both posting support literature (note Word Document included in upper right hand corner) on PPE while also taking input on policy by concerned Auxiliary member:

Another key option for use of a KM tool includes the collective solving of an intractable or *wicked problem*. The term "*Wicked problem*" describes a problem that is difficult or nearly impossible to solve because of contradictory, incomplete or murky requirements. The Auxiliary continues to face many Wicked

Auxiliary Innovation



Idea, Best Practice & Project Workspace

- [Innovations Overview and Instructions](#)
- [AUX Innovation and Idea Workspace](#)
- [D13 Auxiliary Innovation // OPERATIONS](#) 1 unread post
- [D13 Auxiliary Innovation // ORGANIZATION](#)
- [D13 Auxiliary Innovation // RESOURCES](#) 1 unread post
- [D13 Auxiliary Innovation // READINESS](#)
- [D13 Aux Innovation // Management / Qualifications -- Best Practice](#)

PPE questions
by Stephen Jones - Friday, February 20, 2009, 03:17 PM

[PPE_Requirements_-_Cold_Wx_Operations.doc](#)

Attached is a letter concerning PPE requirements.

Below are my answers to these questions:

1. This office now issues the Dry suit, Layer 1, Layer 2, neoprene hoods, Thermal socks, and Cold wx gloves. Not everyone has all of these items but we are ordering these items as our budget allows.

The RAS Manual states what has to be worn and only the OIA can grant a waiver to the requirements.

2. The decision to stop buying anti exposure coveralls was made by a previous OTO due to the cost of \$270 for the suit along with cost of a dry suit \$850 with the limited PPE funds. I have not been here a full year but the conversations I have had point to the weather is dry suit weather 3/4 of the year. We are able to spend that \$270 on additional PPE items and outfit more members.
3. As stated above the OIA is the only one with authority to grant a waiver to the requirements.

Delete | Reply

Re: PPE questions
by Darren Lewis - Sunday, February 22, 2009, 03:25 PM

While I understand the comments by FC 18 the prevailing opinion expressed to me by active operational members here in the Div 7 AOR is that the dry suit (including Layer 1 & 2 thermals) is more comfortable - this is certainly my opinion. I've been cold far more days on the water than I've been hot. This may simply be attributable to local conditions. I'd vote for occasional discomfort in order to get higher levels of hypothermia protection and gear issued to more members.

Show parent | Split | Delete | Reply

TELLING AUXILIARY STORY CONTINUED FROM PAGE 6

Problems as it “modernizes”, recruits and engages in budget challenges.

According to Wikipedia a Wicked Problem has

“...complex interdependencies”. And “...the effort to solve one aspect of a wicked problem may reveal or create other problems. *Classic examples of wicked problems include...a problem whose solution requires large groups of individuals to change their mindsets and behaviors*.”¹

Why Knowledge Management is important to retention

Consider the immense amount of training and information Auxiliary members must acquire and absorb before “working with” or “performing” along side the Coast Guard. Consider too the continuation of new training requirements such as ICS 210.

There is much to learn and many of our members have questions, ideas or thoughts on or about these courses.

The training requirements of this volunteer organization are unlike any other in the nation as they so closely parallel the prodigious active duty training slate. It’s amazing to me that any volunteer can find the time, motivation and drive to acquire and hold such sophisticated positions in our service as these jobs require significant training to do so (amongst other aspects).

Now, consider the graph below which highlights the primary reasons Auxiliary members are satisfied with the USCG Auxiliary.² If we combine the closely-related categories of “Ability to work with Active Duty Coast Guard” and “Ability to Perform Operational Missions” we can see that these two categories combine to represent 36% of total member satisfaction – the largest amongst the groups. Simply put, the more an Auxiliarist gets to perform Coast Guard missions, the happier they are.

Now, any issue that stands in the way of a member’s ability to perform duties along side or in support of the USCG *could* be called a *Wicked Problem* as defined above.

Thus, training, education and expectation’s management of all issues related to mission execution, I suggest, are strong candidates for a KM-style approach. This is especially true when one considers the far-flung and decentralized nature of the Auxiliary. Thus, this logic chain suggests that Auxiliary participation and



LCDR Andre Billeaudeaux,
DIRAUX D13

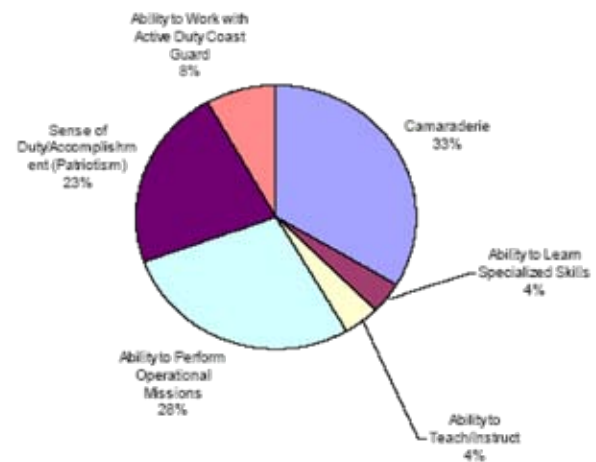


Figure 9. Primary Sources of Member Satisfaction

1 Wicked Problem Definition, Wikipedia: http://en.wikipedia.org/wiki/Wicked_problems accessed Feb 21, 2009.

2 Graphic from Lt. Mathew Dooris, USCG, CHDS thesis entitled: Enhancing Recruitment and Retention of Volunteers in the U.S. Coast Guard Auxiliary, Dec 2008.

TELLING YOUR AUXILIARY STORY CONTINUED FROM PAGE 7

use of KM can and should help maintain member satisfaction and, as a resultant, a high level of retention.

Summary

In Part One of this series we explored the importance of telling your story with regard to a competitive communications environment. A successful Auxiliary based story can have long lasting impacts on recruiting, retention and provide ample ammunition in budget battles.

In part two we looked at modern methods of delivering those stories. Specifically, message reach was explored by contrasting electronic versus classic media.

Finally, this segment highlighted KM as part of a communications continuum – a place where our stories (from part one) and electronic media (from part two) could be stored, collected, re-visited and built upon. I firmly believe KM, like the new Seattle Post Intelligencer, has a place in the USCG Auxiliary's future. It engages, enables and enriches.

I encourage each and every Auxiliarist to learn more and participate in a KM tool.

TEAM CG AUX CONTINUED FROM PAGE 4

There will be no break from the past and the fine traditions that we already have, they are part of our Coast Guard Auxiliary culture. I hope for continuity but the reality is change will be necessary to meet the new challenges set forth by modernization.

There will, however, be plenty of those new challenges. If you compare the Auxiliary of the past with the Auxiliary of today you will know that our force is one that has adapted successfully to changing times.

One thing that remains constant, though, is the bond between Coast Guard active duty and the Coast Guard Auxiliary.

ONE TEAM WORKING TOGETHER

Whatever mission, natural disaster, or tasks we face we will face together as comrades and shipmates.

I am looking forward to this command. I make no secret of that. I thank those who have given me messages of support. I pay tribute to and thank Commodore Bruce Miller for his good example.

To follow in such shoes is a privilege, as is a privilege to be able to serve the finest volunteer organization in the world.

I am proud of that. I am also filled with expectations of the challenges ahead.

I know that we have a role to play and much work to do.

I know too that we will achieve it with our heads held high and our hearts filled with pride.

I know that we will do it together.

STRUCTURE

The District 13 staff structure exists to support each member of the Coast Guard Auxiliary. Pretty much all the work to help the Coast Guard with augmentation, the boating public with education and vessel exams, and member experiences is done at and through the flotilla organizations, of which we have 51 in the district. Some are big, some are small. Some are fully staffed, some concentrate in narrow areas and are not fully staffed. But they all need support and guidance. That's what the district staff is for.

Policy is made at the national level, and interpreted at the district level. District staff officers exist to train with the national staff, and to pass on policy and guidance to the division staff officers and on again to the flotillas. They are available to divisions and flotillas for training, guidance and support. We have many guidance manuals, many sources of information and even, sometimes, conflicts of interpretation. The district staff is there to help flotilla leadership deal with these complex and confusing issues, and to try and simplify things to the maximum extent possible so that individual members can serve as they are qualified and see fit.



13th District Auxiliary Chief of Staff Peter Raiswell

We have a great group of staff, grouped under four Department Chiefs. Ted Schiesswohl heads up Logistics, consisting of Bruce Miller in CS and PA, Matt Epstein in MA, Emily Chaput in PS, Ted Schiesswohl in IS, Patrick Wills in PB, Garrison Bromwell in MT and Jo Ann Grubb in CG Mutual Assistance. (If you don't know what all the initials mean.... ask a staff officer!) Craig Brown leads the Prevention Department, with Keith Harding in PE, Vince DeBenedette in PV, Joe LeCointe in VE, and Bonnie Harding heading up the State Liaison Team of herself, Leora Johnson, Larry Graves, Tommy Cockerham and Dave Hansen.

The Response Department is led by COMO Ralph (Nick) Nicholas, with Joe Baney in NS, Frank McJunkins in CM, Joe McClain in OPS and John Warner in AV. John Thoma is the DDC responsible for Planning and Readiness. Then we have Leo Leonard leading the Awards Writing Team, Maggie Albert running our budgets and finances, Ed Simmers as LP and Jan Jenne running our conferences. JoAnn Grubb is our SR. Sharon Reseck and Bonnie Kesson serve as DCO Aides.

That's a pretty big group dedicated to making your daily Auxiliary lives run more smoothly. They are all experienced, knowledgeable officers who know their jobs. I thank each one for their willingness to serve and, collectively, I pledge that we are here to serve each and every one of you - member, staff officer or elected leader - as best we can. Let us know how we can demonstrate excellence in staff work to support your Auxiliary career.

Semper Paratus.

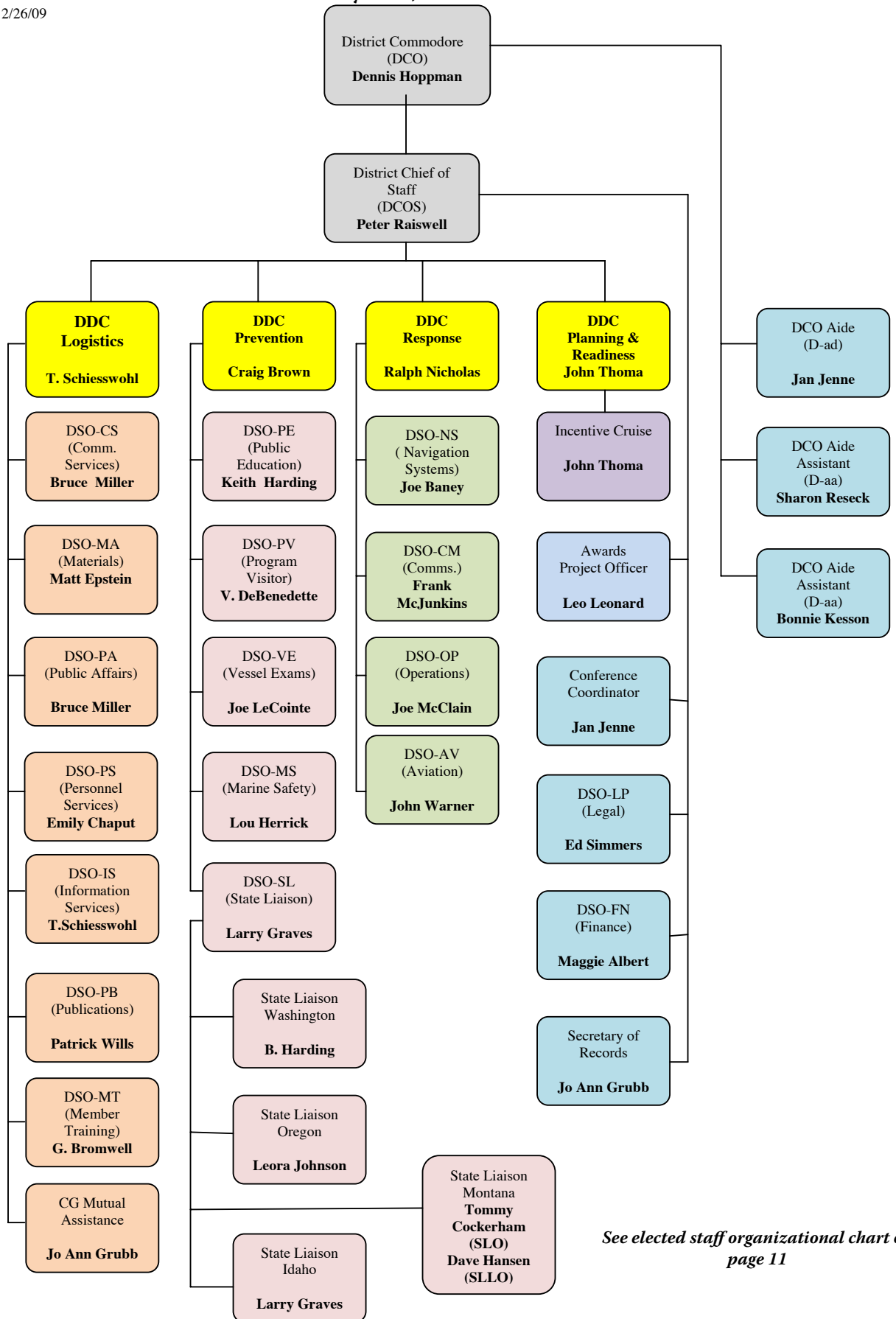
Peter Raiswell

District Chief of Staff

USCG AUXILIARY BUOY 13

USCG Auxiliary D13, District Staff 2009

rev: 2/26/09



See elected staff organizational chart on page 11

DISTRICT 13 ORGANIZATION CHANGE

At the District 13 meeting recently a change was made to the organization structure for the district. An Organization Chart reflecting these changes is attached as part of this article on page 10 and below.

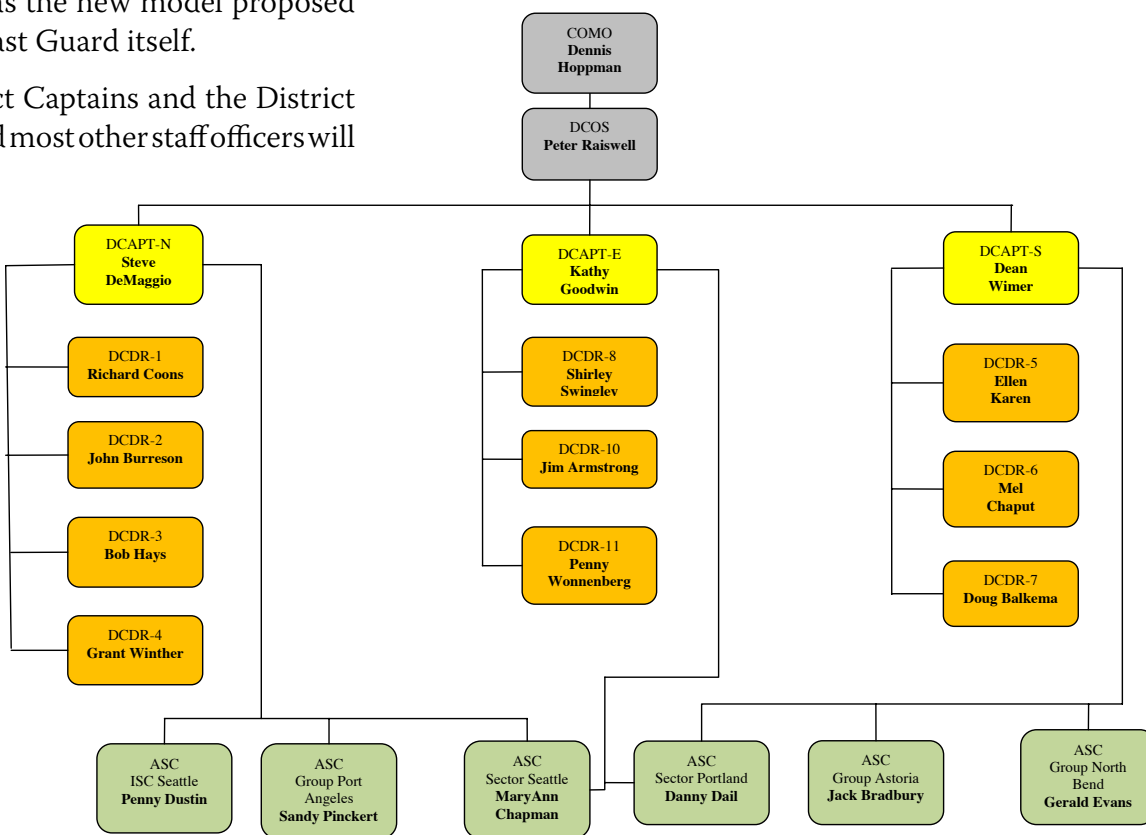
The district's senior officer is the Commodore. There are two main aspects of this position, the external face of the Auxiliary and the internal day-to-day management of affairs. The Commodore is responsible to Auxiliary National for all aspects of District Auxiliary management, and has a Chief of Staff to assist with the internal aspects.

Just as the Coast Guard has become more involved in public affairs recent years and works with a myriad outside agencies to be able to conduct their many missions so the auxiliary has been working more and more with outside agencies in cooperative ways. Being the "Public Face" of the Auxiliary and managing the external relationships with many organizations has assumed ever-increasing dimensions to the point where it requires a large amount of time and effort.

The bridge reviewed the district organization chart our recent meeting, specifically looking at the applicability of what is known in the business world as the CEO/COO model of management. In this model the Chief Executive Officer (in our case the Commodore) manages the external relationships of the organization as well as retaining overall authority and responsibility for the entire organization. The Chief Operating Officer (our District Chief of Staff) manages the internal aspects of the organization. COMO Hoppman and COMO Miller, Immediate Past District Commodore, both believed this would be a change that would help us all as we grapple with change and technology in an ever-tightening financial situation. After discussion this new form of reporting was adopted for our organization. If you get a chance to look at the Coast Guard "Modernization" plans published on the web the new organization chart also shows this form of organization as the new model proposed for the active duty Coast Guard itself.

To this end the District Captains and the District Department Chiefs and most other staff officers will now report directly to the Chief of Staff, who will in turn report to the District Commodore. The bridge believes this change will help us manage the district in the most efficient way possible, and to the benefit of all members.

US Coast Guard Auxiliary District 13
Elected & Coordinators Organization Chart 2009



DISTRICT CAPTAINS REPORTS (DCAPT)

DCAPT – EAST KATHLEEN GOODWIN

I am proud to serve as DCAPT-E alongside exceptional members that consistently exhibit a high quality of character, a pride in accomplishing the extraordinary and a strong devotion to the Coast Guard Auxiliary. We are located in Eastern Washington, scenic Idaho and the Big Sky Country of Montana. Since there are no active duty stations nearby our presence to the boating public truly represents the Coast Guard. Whether standing watch at PA Booths, teaching PE classes, verifying ATONS, conducting VSC's, making Personal Visits or patrolling our fabulous waters, we complete our missions with expertise and pride. We are more than just members, we are friends who support each other not only on Auxiliary matters but in our everyday lives.



I have confidence in the abilities of our Division Commanders Shirley Swingley DCDR-8, Jim Armstrong DCDR-10 and Penny Wonenberg DCDR-11 who, together with their enthusiastic members, will make the Eastern Area truly shine in 2009!

I want to extend an invitation to each and every one of you to join us during our Eastern Area Conference which is scheduled for 10-12 JUL. in beautiful Coeur d'Alene, Idaho. The agenda and registration for this event will be distributed when finalized.

This is the beginning of a very busy year. Let's keep the lines of communication open between our AORs from the west coast over the mountains all the way through Montana. Together we can continue to make District 13 the best in the nation—together we are strong!

Semper Paratus!

DCAPT – NORTH STEVEN DEMAGGIO

Ahoy Shipmates,

It is my distinct pleasure and honor to serve as your District Captain for the Northern Area for 2009. I will do my very best to continue the great tradition that has been passed on to me. But, first I want to thank all the great people that have stepped up to fill the key positions. The first and most important position is that of Flotilla Commander. Flotilla Commander is the leadership position that "gets the job done". This is where the rubber meets the road and is one of the main reasons for the rest of us doing what we do. To all

No Picture Available!



DCAPT REPORTS CONTINUED ON PAGE 13



Flotilla Commanders in all districts and divisions, thanks for taking on the responsibility of Flotilla Commander and good luck in 2009.

Although our Flotilla Commanders have taken on a very difficult and important responsibility, they cannot do their job properly without the support of the Division Commanders and AUX-C's. I'm very proud and privileged to be working with some of the very best people that could be filling these position in the Northern Area. I would like to tell you a little about our great Division leaders.

Division 1 Commander, Richard Coons: Richard joined the Auxiliary in 2001. He is currently a qualified Coxswain, Vessel Examiner, Program Visitor and Instructor. Richard has held various positions in the Auxiliary to include SO-SR, FSO-MA, FSO-CM, and Flotilla Commander and is currently Division Commander. He owns two boats; both are facilities and two land mobile radio facilities. Richard would like to see the Flotillas in Division 1 working together more to achieve their common goals. Richard owns a Forest Products Brokerage Company and a small horse/beef cattle ranch. He is an ex-deputy sheriff, an assistant Search and Rescue Coordinator, a Dive Team Leader and Search and Rescue Council member in Lane County, Oregon. And in his spare time, he is a member of the Whatcom County RACES/ARES WC Sheriff's Department EMS and Blaine Police Department Auxiliary Communications Services.

Division 2 Commander, John Burreson: John joined the Auxiliary in 2003. He is currently qualified as Coxswain, Vessel Examiner, Program Visitor, Instructor, and is NIMI Compliant. John has held various positions in the Auxiliary to include FSO-PS, Vice Flotilla Commander, Flotilla Commander, Division Vice Commander and Division Commander. John would like to create harmony between all the flotillas so as to foster initiative and team spirit in tackling both our traditional RBS Mission Set as well as embracing all the opportunities afforded by USCG Direct Support. John has lived in Washington all his life. He grew up in Olympia on the water in Budd Inlet. John comes from an active water oriented family. He attended the UW and majored in Political Science and Economics. John is married and has two children, a seven year old girl and 10 year old boy. For the past fifteen years he has owned and operated a small restaurant/bar in the historic district of Ballard. For the past two years he has been actively involved with FEMA at the Federal response Center as a Regional Watch Officers. John is also involved with Boy Scouts of America, and serves as chairman of the Ballard Historical Preservation Board. Last year John and his family sold their beloved Grand Banks Trawler of 8 years and is now enjoying their 17 foot Boston Whaler Montauk which is an Operational Facility.

Division 3 Commander, Robert Hays: Robert has been an Auxiliarist for eleven years. He is currently qualified as Program Visitor, Vessel Examiner, Life Raft Inspector, Instructor, Aids Verifier, Coxswain. Robert has filled various positions over the years to include in Flotilla 32 FSO-OP, FSO-VE, Vice Flotilla Commander and Flotilla Commander. While in Flotilla 35, Robert has filled the FSO-OP, FSO-VE, FSO-PV, SO-OP, Division Vice Commander and Division Commander. Robert has also volunteered to help Sector Seattle as POC of Auxiliary Response for two years and Life Raft Inspector. He has also served as Sea Fair Auxiliary Coordinator for two years. Last year, with the assistance of Lt. Vanskike, we integrated LEAT Teams on the Auxiliary Vessels resulting in better coordination between the active duty and the auxiliary, plus protection for the public. Robert's major for 2009 is to turn around the three years of decreasing enrollment of members. The number of members in his division has dropped in the past three years due to poor retention and inadequate recruitment. His goal is to turn this negative number into a positive number. Robert was a professional firefighter for 25 years and was also an Adjunct instructor at the National Fire Academy. He is presently a contract instructor for Evergreen Safety Council for CPR & First Aid. He also gives classes twice a year for people wanting to earn their 100 Ton Masters License from the USCG. Ever since Hurricane Katrina he has been a Disaster Assistance Employee for FEMA and has responded to three hurricanes.





He is active in Toastmasters where he has attained the highest level, Distinguished Toastmaster. Only about 8% of all members ever attain this level. He is

currently working through the projects required to do it again.

Division 3 Vice Commander Skip Henderson: Skip has been a member of the Auxiliary since 2004. He is currently qualified as Coxswain, Vessel Examiner, Program Visitor, Fingerprint Technician, Instructor and Aids Verifier. Skip has held several positions over the years to include FSO-VE, FSO-PV, FSO-SR, FSO-SR, Vice Flotilla Commander, Flotilla Commander and Division Vice Commander. He has completed the ICS-100, 200, 300, 400, 700 and 800 courses. Skip's goal for 2009 is to be able to look back at the end of the year and see that he has made a positive contribution to the Coast Guard and the Auxiliary. He has been named Auxiliarist of the year for Division 3 in 2007 as well as an Auxiliarist of the week in 2008. Skip is presently a Forensic Investigator (CSI) for Pierce County Sheriff Department. That takes most of his time, but he also like to fish, hunt, camp and shoot to include shotgun, rifle and pistol. Skip is a life member of the Evergreen Sportsman Club. He has held a 100 tom Masters License from 1986 until 1996 and has operated charter fishing and dive boats here and in Hawaii.

Division 4 Vice Commander Henry Loresch: Henry has been an Auxiliarist for over five years. He has been busy being qualified as Crew and AUXOP. Henry has held the position of SO-PA, Flotilla Commander and Division Vice Commander. He would like to cause Division 4 to realize that there is much room for increasing competency in skills and dependability of actions in all areas. However, beginning with a focus on the direct operational environment in an attempt to cause fifteen to twenty people to subscribe to and implement an operational team that is committed to Willingness, Capability, and Dependability. Henry is retired from the surface transportation industry and over the course the years was involved in driving heavy rigs with freight of all kind including petroleum products. Interwoven was cross dock operations and establishing various trucking operations including a tanker fleet. Other areas of endeavor included an early career in Sports Car Club of America national championship racing. National Ski Patrol, scuba diving, flying, photography, small arms expert and target shooting.

AUX-C Mary Ann Chapman: Mary Ann has been in the Auxiliary since February, 2002 - seven years. She joined in the interest of national security, which at that time meant Noble Eagle boat patrols. Since then, she have coordinated development of other ways for the Auxiliary to assist with national security in the Puget Sound area, starting with Auxiliarists who assisted the Coast Guard in writing the first Puget Sound Port Security Plan. Since then she has undertaken command center watch standing, contingency planning and exercises, and assisting with port state control boarding's of foreign flag ships, facility inspections, pollution investigations, and other tasks that are continually developing. This has been her primary position in the Auxiliary - it started as Auxiliary Liaison Officer to Marine Safety Office (MSO) Puget Sound, which she assumed after being in the Auxiliary for one year. When MSO Puget Sound merged with the Vessel Traffic Service Puget Sound and Group Seattle to form Sector Seattle, she moved to the position of Auxiliary Sector Coordinator of Sector Seattle.

Mary Ann has been Flotilla Commander and Vice Commander of Flotilla 24, Staff Officer for Marine Safety (SO-MS) for Division 2, and District Staff Officer for Maritime Domain Awareness (DSO-MDA), which was a short-lived position. In 2009 she would like to complete documentation and consolidation of all the programs that she has started in Sector Seattle and develop better cohesion and management of the team of members that work with her in augmentation to Sector Seattle. In addition, she would like to finally complete her Coast Guard contingency planning qualification and make progress toward the Trident award.

Mary Ann has had a career of owning businesses in several fields including computer software, elec-





tric vehicle manufacturing, technology transfer, and marketing strategy consulting. She is working on a Master's Degree in Homeland Security Management from Long Island University with an emphasis in maritime security, and will be employed by Marine Exchange of Puget Sound as a Fiduciary Agent Contact for DHS Port Security Grants for fiscal year 2009, administering and monitoring port security grants throughout the Puget Sound region. Mary Ann also holds a ham radio technician license. She and her husband own a rail motorcar, in which they take excursions on the rails all over the northwest with their three Pomeranians. After living aboard for four years and then renting in Seattle for another six years recently the Chapman's finally purchased a home in Edmonds.

As you can see, I'm working with a group of 'well educated' and highly motivated Auxiliary members. Which I might add, I am extremely proud to do. In addition, the members above are not all of the elected staff of the Northern Area. Next quarter I will include Division 1 Vice Commander Maggie Albert, Division 2 Vice Commander Noel Paterson, Division 4 Commander Grant Winther, AUX-C Penny Dustin and AUX-C Sandy Pinckert.

An update on GNATS: GNATS, usually scheduled for the end of May has been postponed until fall due to the Hood Canal Bridge closure. Specific information as to date, location and training agenda will be forthcoming.

DCAPT – SOUTH DEAN WIMER



United State Coast Guard Auxiliary is an organization whose sole purpose is to provide support to the United States Coast Guard. The Auxiliary has been assigned the role of supporting the Coast Guards Recreational Boating Safety mission. That is our primary duty and responsibility! Certainly there are other supporting roles that many Auxiliarist play, but we must remember our primary role.

This role has been ongoing for many years with some success, but we need to do better, and we can do better! Recent statistics covering the last five years shows that we have some areas in District 13 that need focused attention! How do we accomplish this? More boating safety classes, more Vessel Examinations, more Public Affairs activities or more signs at all the ramps?

Experience shows that signage is not real effective, nor posters. Boating safety classes reach only a small portion of the boating public. Vessel examinations make contact with a small portion of the people who go out on boats and takes several minutes to effectively execute! Vessel Examination qualification take time and effort to become qualified, so not every member is available to conduct exams.

What is the answer? Let's change our mind set and "think outside the box." Is there a way that we can use every Auxiliary member, qualified examiners, non Vessel Examination qualified persons and newly joined members? Is there a way to contact more people who are going on boats in a efficient way? Is there a way to get more contact with the boating public in areas where there is a history of higher losses to accidents or death?

Danny Shipman of our Boating Safety Office provided the statistics and graphics and ranking of areas where the accidents and deaths are occurring. This information needs to be the basis of our plans to stop these losses! As a "Team Coast Guard" for District 13, we must develop operations to target the high risk





areas! Yes, that means moving outside of our comfort area and area of operations! It means finding transportation and funding resources!

It means EFFORT!

District 13 Auxiliary should develop a plan that assures one-on-one contact with every boater as the boater prepares to go out on the water. On the docks and on the ramps, meet **face-to-face** with every person reminding them to “Please Wear Your Life Jacket.” Every member doing this should be wearing a Life Jacket and providing Safety literature. Try to have extra qualified vessel examiners on the ramps to do the inspections but make sure another Auxiliarist is there to make contact with every boater reminding them to “Please Wear Your Life Jacket.”

This plan needs to make sure every ramp and launch site has an Auxiliarist present in uniform and wearing a Life Jacket. The Auxiliarist does not need to be VE qualified! **EVERYONE** can and should do this! Let's show a new commitment to our duty and responsibility to support the Recreational Boating Safety mission! We can reduce the number of accidents and loss of life in these high-risk areas. This method has been proven highly effective over the last 10 years at the mouth of the Columbia River!

See you on the ramps throughout our great District! We will make a difference saving lives and property!

DUES INCREASE

At the District Meeting held in Clackamas in February this year your District Board voted to increase the district dues by \$15.00 a year to take effect for the dues for 2010. This seems like a lot, and I know many people have concerns and questions.

To see why such an increase was approved we have to look back a bit in history and also look at the district budget.

The District 13 budget receives most of its money from member dues, the materials center and the district meetings. From it we pay dues to national, run the district meetings, awards, development, publications, office costs, DSO travel and EXCOM travel. The total budget for any one year is in the region of \$60,000 to \$80,000.

For the last five years we have been running a deficit. Budgeted deficits approved by the board have ranged from \$19,000 a year to \$27,000 a year. The board has economized wherever possible and we are focusing on the use of electronic communications to reduce expenses further whenever possible. Some years the results have been better than others, but each year we have lost money and the trend is for bigger losses each year. However, we have pretty much done all that can be done and still the district is running at a loss. We continue to eat into reserves to run the district. Clearly that cannot be allowed to continue. At the current rate of deficit budgeting the district reserves would be exhausted between 7 and 10 years.

So, what to do? There is only so much flexibility that exists. The materials center has shown a steady decline in revenue over the last few years as some members have obtained their supplies, auxiliary uniform items etc. from other districts, and the money we have received from public education books continues to decline. Even when members utilize the Auxiliary National Supply Center our revenues from this source continue to decrease.

Training and travel are essential aspects of a



DUES INCREASE CONTINUED ON PAGE 17



DUES INCREASE CONTINUED FROM PAGE 16

professional and far-flung organization. Training must be conducted at different levels and the DSO's do have to go places to deliver some

of this training. District 13 is a huge geographical area covering a total of 400,309 square miles. Travel distances are large. The same goes for EXCOM. Although we can use electronic communications part of the time, there is a real need for your leaders to get out to the area meetings, division meetings and changes of watch. The personal aspects, the "high touch" that so many members appreciate are essential. Members need to be able to talk face to face about issues with the leaders, and this aspect cannot be replaced by technology. Even though the travel schedules can be arduous, they are undertaken willingly for the good of the organization. If you remember COMO Bruce Miller at the district meeting, he said that he has driven 40,000 miles throughout the District as Commodore. Tough on Bruce, expensive, and essential. Other EXCOM members also have tough travel schedules and their travel is just as essential.

The last time we had a dues increase in D13 was five years ago. So an increase of \$15.00 a year can be viewed as \$3.00 a year since then, or \$0.25 a month. Less than a penny a day. The increase will allow us to operate at a breakeven position but will not make up for all the accumulated losses of the last several years. To do that would have required an increase much bigger than \$15.00 and your board did not feel that was appropriate.

It is my sincere hope that when you finish reading this you will come to two conclusions. One is that, yes, we do need the increase and secondly, you recognize that your bridge is acting responsibly with your money for the good of the organization and all members.

Semper Paratus

Peter Raiswell
District Chief of Staff

DISTRICT FEBRUARY 2009 AWARDS

By Sandy Pinckert

AUX-C/FSO-IS/AWARDS TEAM

Meritorious Service Medal: **Bruce Miller**

Achievement Medal: **Barbara Burchfield** formerly from 130-01-01 moved out of state

Achievement Medal: **Marilynn Leonard** 130-04-02

Golden Quill Award for Div 13: **Patricia Salotti** 130-01-01

Golden Quill Award for Flotilla: **Patricia Salotti** 130-01-01

Auxiliariest of the Year: **Frank McJunkins** 130-02-03

Most PV's in the District 2007 and 2008: **Vince DeBenedette** 130-04-02

Most VE's in the District for 2008: **Roland Burkholtz** 130-06-03

Most Operational Support Hours for 2007: **Leo Leonard** 130-04-02

Most Operational Support Hours for 2008: **Charles Lindenberg** 130-01-01

Most PE classes 2008: **Karyl Ernsdorff** 130-08-02

Flotilla of the year 2006: **130-07-03**

Flotilla of the year 2007: **130-04-02**



DISTRICT STAFF OFFICER REPORTS (DSO)



DSO-Navigation Systems: **By Joe Baney**

As I reported previously, the Adopt-A-Chart Program was discontinued by the National Oceanic and Atmospheric Administration (NOAA) as it prevented the USCG Auxiliary to adopt a chart if it was previously adopted by the Power Squadron. This was counter-productive and therefore the new Chart Updating Program was instituted by NOAA.

The USCG Auxiliary has a MOU (Memorandum of Understanding) with NOAA and NOS (National Ocean Service) that covers responsibilities and guidelines for Chart Updating.

The USCG Auxiliary agrees to, primarily:

...provide corrections, changes and recommendations to revise or improve NOS nautical charts and related publications through the use of volunteer observers, and to furnish the same type of information affecting maps, charts, and related publications produced by other Federal Government agencies.

...and promote further participation by Auxiliarists and provide and maintain a continuing educational program in the Chart Updating Program.

I plan on starting a web site for NS this year and will hopefully have the first few study guides on line within the next 4–6 weeks. All members of the USCG Auxiliary in the Operations Department are permitted to send Chart Updates for NOAA, provided they have some training in this subject matter, which I plan on doing as well. We will have new forms for chart updating and all submittals need to be sent to me first for review.

New home for 13th District Coast Guard blog

<http://uscgd13.blogspot.com/>

Our goal is

Accuracy – Credibility – Professionalism. There will be guidelines for taking and reporting a fix, depths and photographs. Details will appear on the NS web site. NS National has a draft that we are presently finalizing and as soon as all wrinkles are ironed out, I will adapt this information and get it on to our own 13th District web site.

Part of the Chart Updating Program is the Small Craft Facility (SCF) Program. A Small Craft Facility is any organization or business that offers services to the mariner along the waterways of the United States, charted on Small Craft (SC) charts. There are hundreds of these facilities located throughout the country that provide the opportunities for establishing, updating, and discontinuance. Throughout the years the number of facilities listed on Small Craft Charts has shrunk while, in actuality, the total number of facilities have grown. The SCF Program is designed to help you learn more about this Auxiliary program and to assist you as to how to proceed. I will have information on this program with new updated forms on the web site as well.

The focus for the SCF program is on accuracy, credibility and professionalism and is directed toward building the Auxiliary member's credibility level in the eyes of NOAA. Since Auxiliarists are recognized as representatives of the US Coast Guard and, therefore, must always show a professional presence and attitude. There are guidelines for visiting a facility. A SCF worksheet will be provided to insure that the interviewing process with the facility's owner/manager is conducted correctly and professionally.

As your leadership and planning role increases in the NS program, you will find that the SCF Program is the key for developing an overall Chart Updating Plan. SCF reports initiate chart updating opportunities and Coast Pilot updates. Since SCF can range from a simple boat ramp to a full service marina, there are a lot of SCF opportunities out there to review. Natural add-on tasks to the SCF program are checking of the channel that leads to small craft facilities with their associated problems of obstructions, shoaling, marking, shifting, etc. Chart updating opportunities abound in the SCF Program.



DSO REPORTS CONTINUED ON PAGE 19



DSO REPORTS CONTINUED FROM PAGE 18

Criteria for a Small Craft Facility must:

- ...be located on a Small Craft Chart,
- ...be a public facility – private clubs do not comply,
- ...have a navigable approach channel leading to the marina facility, have navigable water alongside the marina facility's dock,
- ... provide either transient moorage or berths,
- ...be a pump-out station at the facility or there must be a municipal pump-out facility located nearby,
- ...provide fuel (diesel or gas) sales to the public.

The above information is just a small preview of the Chart-Updating Program and it should prepare you for the tasks ahead. Detailed information will be shown on the web site.

DSO-Information Systems: By Ted Schiesswohl

Hello to All Auxiliary Members of District Thirteen.

The Information Systems (IS) area has undergone changes this year, most of which are transparent to the user. Some problems have arisen that were rapidly addressed and corrected, but there are a few that will take some time. National is working on them.

What is needed NOW is that every member verify that their information shown in AUXDATA is current and up to date.

Your FSO-IS can assist you by providing you with the information currently in AUXDATA.

At the end of last year numerous members had the "year's end rush" to get their hours entered; some of the hours I noted in December were dated back as far as April 2008. This practice needs to be halted. Hours should be submitted within 45 days of completion of



the task. This single item alone should even out the work load on our SO/FSO-IS officers. Your cooperation is greatly appreciated and it will make things run smoother for all.

My personal thanks to you.

DSO-Legal: By Edwin Simmers

Money is tight these days and Auxiliary units are searching for ways to raise money to support their programs. Here is some information to help flotillas as they brainstorm fund raising ideas.



AUXMAN, Chapter 5, Section H, Solicitations, Gifts, and Donations, provides direction:.

Flotillas are authorized to solicit and accept money, materials and/or services from commercial firms and private individuals, strictly local in nature, for local support of authorized flotilla Auxiliary programs. Prior written approval by both the DCO and Director is required.

Participation by flotillas in the annual local United Way Campaign is authorized.

When the sale of goods is contemplated by a flotilla for local events, both the DCO and Director in consultation with the DSO-LP, must provide written consent in advance of such proposed sale. DCO and Director shall determine the appropriateness of the goods to be sold and the applicability of local laws and ordinances. The flotilla shall assume full responsibility for compliance with all local laws, ordinances and regulations, including the collection and payment of sales tax.

Auxiliary units may be permitted, subject to review and the written joint approval of the DCO and Director, to conduct raffles and to award door prizes in



DSO REPORTS CONTINUED ON PAGE 20



connection with Auxiliary functions which are not held on Coast Guard property, provided such activities comply with local law.

New changes are coming to the AUXMAN including the limit on donations, gifts of funds or services from local community charitable agencies, businesses and merchants. The limit, now \$2500 per transaction and \$5000 cumulative in total value in a calendar year will be changes to allow \$5000 per donor with no limit on the total amount raised.

REMEMBER that both the DCO and Director in consultation with the DSO-LP must approve your fund raising plans.

DSO-Materials: By Matt Epstein

The District Store is growing in small steps. The store at the February District Conference in Clackamas, OR was another success, due to all of you that participated. Please keep on telling your Materials Officers what you need and want.



In the next couple of months the cost of stamps will be increasing again. Please use up the older stamps and keep in mind that these government stamps are a form of money. It is fine to order new stamps, but use your older stock first or along with the new ones.

Often you can tell when a flotilla is beginning to falter just by observing how the members wear their uniforms. Is it being worn neatly, with pride? It is clean and tucked in properly? How many members are not wearing a uniform at all? Our uniforms are of utmost importance to the face of the Auxiliary. Every member in uniform represents the Auxiliary and Team Coast Guard. Our appearance not only reflects our pride in our organization, but affects the

attitude of the public towards our missions.

Did you know there is a Uniform Distribution Center (UDC) where you can order all the proper uniform items. The staff are very helpful in determining the proper size to fit you. You can call 800-874-6841 or order online at www.uscg.mil/uniforms. Click on "placing orders" tab, then click on "USCG UDC Web store" tab.

All members can also shop online at AUXCEN



through shopauxiliary.com/membershipsignindist.php to purchase items such as insignia, ribbons, flags, other logo clothing and products. To access the web site, type in this URL <http://shopauxiliary.com/membershipsignindist.php> and sign in, using your "edirectory" password. Then select D13 logo, so our district gets the credit. Then select a category from the left side of the page.

DSO-Member Training: By Garrison L Bromwell

What's happening in Member Training?

After N-Train, the long range plan of the Auxiliary for member training has become clearer. We are moving away from paper and moving toward the electronic age.

That shouldn't come as much of a surprise to anyone—how many checks did you write last month? I'll bet most of your financial transactions were handled electronically—if you are at all typical your are down to 3 or 4 checks in a given month.

The advantages of E-training and E-testing are many – and so are the disadvantages. Some of the training we do can only be taught in person (ideally one on one)—a computer can't teach you to tie a bowline. But what about learning about weather (for example) – wouldn't you learn more working with interactive





videos than you would in a dry text book? And how about those things that we need to know about that change from time to time—the AUXOP course on patrols hasn't been revised in years but the kinds of patrols we do have changed radically in the post 9/11 age. Courses and training modules can be update frequently to match changing conditions when they are electronic.

So its safe to say we will move into the computer age. You will see more E-testing and more E-training and less and less paper. During the District Meeting we polled the room where I was doing the presentation—of the 35 or so members there were none who didn't have access to an internet linked computer. But if a member doesn't own a computer there is always the local library or the home of another member who is on line. In fact we might be able to strengthen the mentorship aspects of our training by using a buddy system for learning.

And you will probably see some mixed types of training – a new course titled “Individual Leadership Development” has been created that has a 2 hour web based training followed by a 3 hour class room training (and that class room training might be a “virtual” classroom—a web meeting or even something as simple as a conference call on the phone).

You can go to the national member training department at <http://www.auxtdept.org/> to participate in the courses that are currently available. The testing center at <http://ntc.cgaux.org/> is where you can take the exams.

And what about traditional class activities?

In case you haven't noticed, the District Web Site now has a calendar listing various member training classes around the District. Its at <http://a130.uscgaux.info/calendar/calendar.htm> and shows all of the training opportunities (classes and on the water training) that I've been made aware of. It shows the first day of each class (and talks about the other days as well) and shows a point of contract by title. If you don't know who the (for example) SO-MT of Division 7 is and he is listed as the point of contact, go to the E-Directory at <http://www.auxedirectory.org/> and use

the quick find function by typing in “SO-MT of 130-07” and you'll get his or her email address. (Be careful to use the 130 because 13 is interpreted at 013 or the First Northern District—I doubt you want to travel to Maine for a class).

Take part in the plethora of training opportunities provided to you – they can be formal classrooms, C Schools in distant cities, on line training, hands on learn on the job training or any combination.

And lets talk some more --- I can be reached at gbrownwell@clearwire.net.

DSO-Operations: By Joseph E. McClain

Last year the list of boater accidents and fatalities increased in our district. In light of this we are asked to do a more effective job of enhancing Recreational Boater Safety. In order to accomplish this with less funds we must be more



efficient. We need to make our patrols more effective, we need to coordinate with the active duty operations. Our Order Issuing Authorities are asking us to sit down with them and integrate our patrol schedules with theirs. For some marine events we will be asked to plan which facilities are more appropriate to be assigned. For example, if we are assisting in a Paddle craft event it might be more appropriate to schedule a sailboat or trawler rather than a high speed twin engine facility to provide the escort. In some cases we will be asked to stand up at the dock in B-0 status in case we are needed instead getting underway in the absence of a specific need.

We need to take a close look at our PPE needs. If some of our people no longer patrol, we need to reissue the PPE to people who are in a position to make more efficient use of the very expensive assets. DIRAUX is making every effort to provide us with





the equipment we need, but the need is greater than the budget allows. It is extremely important that we always insure that our crew have the proper PPE for the patrol. Even when conditions are mild and the OIA can grant you a waiver you must have the PPE on board in case conditions change during the patrol. The rules give us some flexibility for some of the items such as the polypropylene long underwear. Many of these items can be purchased at sporting shops. Many of us already have these items. We use them for hiking or skiing. We can use them so long as they give us equivalent protection.

When we do request Patrol Orders we need to submit them for reimbursement promptly after the patrol. When orders are approved money is set aside for the anticipated cost of the patrol. If the patrol is not made the orders should be cancelled so the money can be released for another patrol. The Coxswain is responsible for having qualified crew persons on board. He or she is the person responsible for promptly completing the orders and submitting them with the appropriate receipts for fuel, additives etc. expended on the patrol. This is true no matter who owns the facility. In the event there is a reason the Coxswain is unable to submit the completed orders to the Order Issuing Authority promptly the reason should be communicated to the OIA.

Often times we request orders and are unable to carry out the patrol. There are many good reasons for cancelling, weather, unavailability of crew, illness, or equipment etc. we should cancel the orders promptly so orders may be issued to someone else. It is an easy thing to request a new set of orders when the situation clears up.

As we approach the spring time we will face many challenges In accomplishing our tasks with limited assets. Each area will have its own problems. One size will not fit all. We do have a wealth of talent to address the tasks and I am confident we will make progress with attention to our goals and mutual support.

SEMPER PARATUS

DSO-Publications: By Patrick Wills

We have a rare bird in our midst, Patti Salotti, who has won the Golden Quill award for best Flotilla newsletter three years running, and added the best Division Newsletter Golden Quill crown this year. I wanted to highlight the best of the best so here is Patti's story in her own words!



THE MAGIC OF WORDS

By Patti Salotti, FSO-PS 130-01-01

A middle child and only daughter to Henry and Edna White, I was born as Patricia Anne White in the small Southern Oregon town of Grants Pass.

Prior to my attendance in public school, my Father had joined the U. S. Navy to support the war effort (WWII). My Mother read aloud the colorfully worded magical letters he sent home. He always added that he loved and missed his family. We missed his presence too, and Mother would ask us for our little, caring, words to say to Father - she would write them for us in her return letters to him.

After the war Father worked the *swing* and *graveyard* shifts at a local mill, which in summer allowed him to be at home with the family during the day. The Polio epidemic had brought dread and fear to many parents and Mother insisted that we three children must lie down each afternoon, resting our young bodies a bit. Father took the occasion to weave his wonderful word magic. He would read to us, chapter after chapter of wonderful, exciting, frightening, delightful and awe-inducing words. Each day, as we rested, he would literally leave us hanging on the threshold of the next





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chapter of the book he'd been reading to us. My brothers and I would beg that our *rest-time* last for just one more chapter, just a few more words. "No," he would say calmly as his eyes gleamed, "*you'll have to wait until tomorrow.*" And he slowly closed the pages of the book. Reading the words for ourselves, of course, was the true magic Father wanted for his children.

The days passed. That first summer had gone and soon we realized we no longer needed to "*wait until tomorrow.*" The words came . . . we knew them . . . we could read! We could read! We had delighted not only in the words but the character and intonation Father evoked as he read, and now we had each begun to read and "work" the words ourselves. Well after Mother's Polio fears had gone and there was no reason for the afternoon "rest," Father continued the readings, permitting each of us to read portions of each exciting story aloud.

Time progressed. I began corresponding with friends from church camp and later with friends who had joined the U.S. military. I wanted to write letters that were meaningful to the intended reader—letters that were positive, gave hope, and evoked excitement—letters that were looked forward to. They would be factual and sincere writings with impact much like the stories my Father had magically translated to my brothers and me.

One day a single statement from a high school English teacher was cast across the classroom. His words were, "If any of you have a thought, idea, or dream and you fail to use it, you may as well never have had the thought." So, I wrote and wrote and wrote . . . words.

High school journalism was an elective, and for me a diversion in the midst of numerous college preparatory courses. It allowed me to write. The coursework included writing the news and current events, appealing to the audience/readers, building headlines and most importantly proofing the written material. Mr. Jordan, the journalism teacher and newspaper editor, encouraged my journalistic efforts, assigning me to a position on the newspaper staff.

College brought the me writing, required reading and study.

I married and soon took a position on a real city newspaper. Not deterred by my duties of handling

the circulation department and writing and setting up the *want ads*, I knew it was an opportunity that would allow me to observe and interact with bona fide staff writers!

Another opportunity came as proof-reader and typist for a "published" English professor at Washington State University. Here, I learned what manuscript publishing entailed and, in the times away from that task, I wrote children's stories.

Several years elapsed as I raised my family and held a position completely across Washington State, at the University of Washington.

When my husband Ernie and I had both retired from the University we moved to Bellingham and in 2002 settled into volunteer work supporting the US Coast Guard and CG Auxiliary.

The Flotilla Personnel Services Officer position became available in 2003. I accepted the position and continue the work today (2009).

When FSO-PB Charlie Lindenberg became editor of **Buoy 13** in 2003 I excitedly asked to be given his vacated position, I became the **Alert 11** editor and continued through December 2008.

Bonnie Schiesswohl, Division 2 SO-PB, and several



SO-PB Div 1, FSO-PB F01 Patti Salotti, in 2008.
USCG Aux Photo



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time Golden Quill Award winner herself, was quite instrumental to my editorial development. I had so much to learn. When she presented her *Publications Workshop* I cheerfully attended, gleaning every available editorial resource. She may not have known it but I consider her my mentor.

Flotilla 11 and I are honored to have received the 2008 Flotilla Golden Quill Award for its **Alert 11** newsletter. Flotillas 11,12, 17, 18 and 19 and I are honored as well to have received the 2008 Division Golden Quill award for the Division One **The First Line** newsletter. As editor of both newsletters this experience has been a tremendously exciting and moving. These awards reflect not just my efforts, but many, many, deliberate volunteer hours by dedicated Coast Guard Auxiliarists. Their hours not only wrote the stories or edited the articles but performed the missions and activities by which the stories came to be.

The magic of words is in each flotilla, each division and each district. My hope is that Auxiliary members of all units will begin or continue to provide the words for a newsletter. Words do have strength. They give us pride in what we do!

DSO-Public Education: By Keith Harding

It's that time of year. Time to take a look at the Public Education course offerings and to consider how we can utilize some of our offerings to improve our boating safety instruction to the recreational boater. Over the past few years the National "E" Department has developed a series of navigational related courses plus the introduction of a new NASBLA approved course, Sailing Skills and Seamanship. It is now time for our talented instructors to develop their lesson plans and take these courses out for a test drive and see what they can do. In other words, the development of new courses is over and it



is time to implement by teaching these courses.

NASBLA COURSES

The new NASBLA approved class is Sailing Skills and Seamanship. After a number of years of wandering in the wasteland of supposedly ready made sailing courses, we have finally come full circle to a course very similar to our old S&S course. Chapters 1-10 are the NASBLA approved core. All of these chapters must be taught for the course to be NASBLA approved. Chapters 11-16 may be taught at the discretion of the Flotilla. Hopefully, all of the chapters will be taught to provide a comprehensive course.

ABOUT BOATING SAFELY or ABS, for short, is America's Boating Course in a new cover and under a new name. Our leadership felt it was time to dissolve our partnership with the Power Squadron on this course and it turned out that we did not own the name, "America's Boating Course", therefore, another name had to be chosen. The same test and Power Point presentations are used under the new name.

BOATING SKILLS AND SEAMANSHIP (BS&S) was revised several years ago and is the first course, authored by Auxiliarists, that was published by the Marine Division of McGraw Hill. New full color illustrations and graphics enhance the revised information presented in the 13th edition of our most successful course. Chapters 1-8 are the NASBLA core and all eight chapters must be taught. Chapters 9-13 are optional but are encouraged to give the students the benefit of the full scope of the course.

All NASBLA approved courses must also teach the state specific boating laws of the state in which they are taught. There are 10-12 question tests on the state specific laws available for each of the states in District 13. Contact the Auxiliary State Liaison Officer of your state to obtain the current test. Grading of the state specific laws test is included in the total for the course. For example, in the State of Washington, for ABS, questions 1-50 are the test questions for ABS and the state questions are written to fit the standard key for questions 51-60. This way, the standard answer sheet and key may be used to make the





correcting process quick and easy. Eighty per cent (80%) is needed to pass the course.

NAVIGATION COURSES

WEEKEND NAVIGATOR COURSE: The much anticipated replacement course for ACN/BCN is finally available. The core of this course is chapters 1-5. Instructors will have to create new lesson plans based on the scope and sequence of the topics of this book. Student questions and exercises have been created to help the student develop the skills presented. Chartlets are provided to support some of the exercises. Power Point instructional aids are available for all of the chapters. The chapters studied after chapter 5 will depend on the interest of the students and interest and expertise of the instructor. The same skills that were taught in the ACN are taught, plus a lot more depth in electronic navigation. This new course material is bound to have errors. Please let me know about the problems and errors that you encounter.

Other Courses in the Navigational Series:

GPS FOR MARINERS--There are many boaters that can benefit from this course.

HOW TO READ A NAUTICAL CHART--More that you ever wanted to know about charts and the second half of the book is Chart #1.

Other Courses Available:

"Suddenly in Command"--A course for the person that finds that they have to take command of a boat due to the illness or injury of the operator. The objective is to provide enough information to be able to take the boat back to a dock where there is help.

PWC (Personal Water Craft) 1 hour course-- A short, basic course dealing with the safety information needed to operate a PWC. Since PWCs are inboard boats, it would be preferable (required in Washington and Oregon) for the PWC rider to also take the 8 hour ABS course.

"Smart Start for Paddlers"--This course may be purchased from the ACA (American Canoe Association) This course is one of the few resources

that is available for the beginning paddler.

Kids Courses:

Boating Fun (grades K-3) and Waypoints (grades 4-6): Boating Fun is sometimes available for teaching a classroom course from ANSC.

District 13 Children's Program: A handbook that outlines suggested organization, activities and objectives in presenting basic boating safety for kids. The activities are organized by the type of venue. (1) Kids passing by a safety booth, (2) Working with small groups at play days or safety fairs with 10-20 minutes presentations or activities and (3) Classroom presentation or classes with 1-2 hours available. This handbook lists ideas and resources to use in the three venues.

Sue Stiller is the new ADSO-PE in charge of developing the kids programs. Please contact Sue for questions about the Children's Program and the resources available.

Email addresses:

Sue Stiller ADSO-PE-13 sueandtomstiller@comcast.com. Keith Harding DSO-PE-13 bkhardingwa@earthlink.net

DSO-Program Visitor: By Vincent Debenedette

The goals and objectives for 2009 are:

To increase public awareness of boating safety requirements and regulations through the Program Visitor Program in Washington, Oregon, Montana and Idaho. By increasing the number of Program Visitors, we will be

able to reach more people and provide them with the knowledge that will, in turn, decrease the incidence of boating accidents/fatalities.





United States Coast Guard
U.S. Department of Homeland Security

**Visual Information
Gallery**

COMDT COGARD Washington D.C.

ALCOAST 114/09

COMDTNOTE 5728

Subj:

ETHICAL STANDARDS FOR EDITING OF COAST GUARD VISUAL IMAGERY

- A. COMDT COGARD Washington DC - ALCOAST 614/08
- B. 36 CFR 1228.266, NARA Regulations, Audiovisual Records
- C. 36 CFR 1232, NARA Regulations, Audiovisual Records Management
- D. Public Affairs Manual, COMDTINST M5728.2 (Series)
- E. COMDT COGARD Washington DC - ALCOAST 548/08
- F. The Associated Press Statement Of News Values, 01 Dec 05
- G. Code Of Ethics, Society Of Professional Journalists, 1996
- H. National Press Photographers Association, Digital Manipulation Code Of Ethics, 1991
- I. Associated Press Stylebook, 2007

1. To further define public affairs program standards and practices as detailed in ref a, this ALCOAST provides guidance regarding what constitutes acceptable and unacceptable practices for the editing of official Coast Guard imagery intended for release to the public, the internet or broadcast and print press. The continuing advances in digital imagery devices and editing software demand clear guidance to help all Coast Guard personnel maintain the high journalistic integrity of the services imagery and our ability to comply with the requirements for archiving of imagery in ref b and c. The ease and speed with which imagery captured in the field can be transmitted to the public, the broadcast or print press, the internet and other audiences further highlights the need for all personnel to understand and adhere to the ethical standards for Coast Guard Visual Imagery.

2. One of the uses of Coast Guard Visual Imagery is to provide understanding of and support for Coast Guard missions and operations. Because of the nature of our operations, the press, as well as the public, must rely upon our service to provide imagery that



Seaman Tyler Lewis takes a photo as the Coast Guard Cutter Dallas transits through Turkish Straits. (Coast Guard photo/Petty Officer 2nd Class Lauren Jorgensen)

accurately and objectively portrays the Coast Guard. For those reasons, Coast Guard imagery must never be manipulated.

3. The following actions are defined as manipulation and therefore are never allowed:

- A. Adding, moving, or removing objects within the frame.
- B. Any adjustments of color or gray scale.
- C. Cropping in such a way as to alter the meaning of the photograph.
- D. Flopping a photograph (left/right reversal).

4. The following actions are defined as photo editing or video editing and are allowed:

- A. Cropping a frame to fit a layout.
- B. Digitally obscuring portions of a photographic image in support of specific security, criminal investigation, privacy or legal requirements IAW ref d.
- C. Subtle improvements to the technical quality of video - not photos - such as adjustments to the audio and video levels, color corrections needed due to poor white balance, or equalization of audio to make sound clearer, provided the adjustments do not alter the editorial content of the video or audio and are changed solely to clarify the content for public record.

5. News photography and videography must never be posed.

6. As data loss and degradation of image quality can occur through changing and then re-saving a jpeg file, ref b and c outline the requirements for properly archiving photographs for public consumption, official Coast Guard use, and maintaining as part of our services history.

7. Coast guard photos and video tell the services story more dramatically than any written product.

ETHICAL STANDARDS CONTINUED ON PAGE 27

ETHICAL STANDARDS CONTINUED FROM PAGE 26

Ref d details the need for and the rules governing the release of Coast Guard imagery. Ref d also states that all photographs and video taken aboard coast guard units are subject to screening and approval of the commanding officer prior to release for commercial or public use. This includes imagery captured using personal cameras. All imagery taken aboard Coast Guard units is considered official and may not, under any circumstances, be used for marketing or sold for private gain. This does not however preclude the use of imagery captured using personal cameras or other photographic devices in conjunction with personal unofficial internet postings provided the images have been cleared for release by the cognizant command as discussed in ref e.

8. Because the primary consumers of Coast Guard Visual Imagery are the press and the public, it is critical those audiences trust the imagery we release to them. The public affairs specialist rating is founded upon the principles of journalism and photojournalism which require the strictest adherence to the standards of integrity and ethical behavior. Accordingly this guidance aligns with standards found in refs f, g, and h. Public affairs practitioners should be familiar with these references and shall assist collateral duty Coast Guard photographers in meeting the standards of this ALCOAST.

9. Required practices:

A. All Coast Guard Visual Imagery intended for official release shall be processed IAW ref d.

B. All official video intended for release or posted on the internet shall have an identifying slate preceding and immediately following the footage indicating the source of the video (unit name, public affairs office/detachment), date shot, full name, rank and title of any spokespersons not otherwise identified in the footage, including full identification of any narrators or interviews where the speaker cannot be seen by the viewer. Field units that do not have the capability to produce a slate on the video and that distribute video to the press via tape shall put the same information on the tape and an accompanying run sheet. Units can contact the local public affairs staff for assistance.

C. All Coast Guard Visual Imagery must be fully

captioned, IAW refs d and i. This requirement applies equally regardless of the distribution tool used (e.g. Flickr, Picasa, Youtube, DVIDS, CGVI, etc.) Unit collateral duty public affairs officers and field personnel should request assistance from their servicing public affairs office or staff if they have questions regarding this requirement.

D. Video or photographic post-production enhancement including animation, digital simulation, graphics, and special effects, used for dramatic or narrative effect in education, recruiting, safety and training illustrations, publications, or productions is authorized provided it is clearly and readily apparent from the context or accompanying text that the enhanced image is not intended to be an accurate representation of any actual event, and the product is clearly labeled as an illustration (ex. Photo illustration by PAL Jane Smith).

10. When in doubt as to whether or not an editing technique is an acceptable practice, contact your servicing public affairs staff, district public affairs office or the imagery branch of the office of governmental and public affairs (CG-09221). The standards defined in this ALCOAST will be included in the next update to ref d.

11. Questions regarding this policy should be addressed to PAC Kimberly Smith, CG-09221, at 202-372-4611, Telfair Brown, CG-09221, at 202-372-4615 or via email to kimberly.r.smith@uscg.mil, telfair.brown@uscg.mil.

12. RDML Mary E. Landry, Director of Governmental and Public Affairs, sends.



U.S. Coast Guard Rear Admiral Mary Landry, Director of Governmental and Public Affairs. USCG photo by Joseph P. Cirone, USCGAUX



WITH AN EYE ON BOISE

Larry Graves, SLO-ID

Boating season has not started in Idaho, but big plans for the season are being formulated. The Flotilla's new members are completing their Crew "off the water" training this winter and are almost ready for their on "the water training" when the boating season starts.

The Idaho BLA, Dave Dahms and myself have discussed several times about the CGAUX and IDPR (Idaho Department of Parks & Recreation) identifying our assets and melding those assets together. We can get more for our buck and enhance our relationship working together for our same goals of Safe Boating. As a result, we had a workshop meeting on February 19th in Boise with Division 11 (Southern & Eastern Idaho) and Division 8 (Northern Idaho) Commanders and their respective SO-PA and SO-PE with IDPR Dave Dahms & Kim Jackson (IDPR PE Coordinator) and myself. The work shop was 8 hours with round table discussions that included the following:

- Partnering together
- Have the same goals
- Improved coordination
- "Wear it" Children's Poster Contest
- National Boating Week
- Boat shows / Safety Fairs
- Life Jacket Kiosks Program
- Non-motorized events

Just to name a few. The great thing about this meeting was that IDPR furnished the Airplane tickets and lodging for the 3 Division 8 members from Northern Idaho to attend. They also furnished the meeting facility and lunch meal for the meeting.

Division 11 is partnering with IDPR and sharing a booth at the Idaho Boat Show in Boise next month. This will be a first in Idaho and hope it will work for the future. IDPR has requested help from Division 11 for the Boat Show called "Boat Wars" in Idaho Falls, ID in March. We already have members willing to help from Southwestern Idaho volunteering to help with that Boat Show.

Idaho Parks & Recreation Departments annual State wide "Marine Deputy Academy" (MDA) has requested 5 or 6 Facilities for their on the water training for 2 days in April. It was well organized and executed by the MDA Staff and the Auxiliary on this annual event in the past.

Several Safe Boating classes are being planned for March and April in the Northern and the Southern parts of the State.

Idaho has a full schedule for the upcoming boating season this summer to include the WASBAA annual meeting here in Boise, ID in June. We have been asked by the Idaho BLA (the sponsor) for some help from the CGAUX.

Sincerely,



FROM THE HILLS

Tommy Cockerham, SLO-MT



I would like to thank DCO Hoppman for the opportunity to serve as your SLO-MT. After taking and passing the test for the position

I have been busy getting to know the Montana Boating

Law Administrator.

We are working on a joint venture with Montana State Parks, the B.L.A and CGAUX members to promote Boating Safety at Salmon Lake State Park.

FROM THE HILL CONTINUED ON PAGE 29

FROM THE HILL CONTINUED FROM PAGE 28

The CGAUX will provide Vessel Examiners, State Parks Officials will staff a booth to educate the public on invasive aquatic species. Our B.L.A. Will be on hand to issue Montana Validation decals.

As I learn and gain experience as SLO-MT it is clear I been given rewarding and challenging position.

Semper Paratus

AUXILIARISTS TO SERVE AS INPORT OR UNDERWAY OOD?

I know personally from my Group Commander days what a benefit it is for small cutters (WPB's/ WYTL's) to be able to use Auxiliarist as inport OODs provided they completed all required qualifications and received a letter from the unit CO/OIC. Unfortunately, a legal review has determined that this practice is in violation of CG Regulations and therefore cannot continue.

The CG-0944 General Law reviewer in consultation with the Office of Cutter Forces (CG-751) has determined that CG Regulations, COMDTINST M5000.3B, does not allow utilizing Auxiliarists to serve in the capacity of inport or underway OOD. CG-542 agrees with this determination. Specifically Section 6-11-1 states that the "Officer of the deck is the commissioned, warrant or petty officer on watch in charge of the ship." This section is applicable to both inport and underway OOD.

Auxiliarists may still qualify for and stand cutter inport quarterdeck watch, underway quartermaster of the watch, underway boatswains mate of the watch, and other similar non-command duty officer watch stations.

A unit may submit a waiver request to CG Regulations via the Chain of Command up to CG-751 for an ultimate decision by the Chief of Staff who owns CG Regulations. At this time, CG-751 (Cutter Forces) has no field requests



Capt.. Robert Wagner, a Turkish pilot and Ens. Katie Smith, OOD, look out at the Turkish Strait on the bridge of the Coast Guard Cutter Dallas. (Coast Guard photo/Petty Officer 2nd Class Lauren Jorgensen)

for Auxiliarists to serve as OODs and does not endorse the idea of allowing them to serve as such.

If a unit submits a waiver request, please be sure to address consideration with regard to UCMJ authority, potentially both on and by the Auxiliarist member to be addressed. Other parts of US Code that may be pertinent to any request for waiver are:

*14USC822states that the purpose of the Auxiliary is to assist the CG: (a) to promote safety and to effect rescues on and over the high seas and on navigable waters; (b) to promote efficiency in the operation of motorboats and yachts; (c) to foster a wider knowledge of, and better compliance with, the laws, rules and regulations governing the operation of motorboats and yachts; and (d) to facilitate other operations of the CG.

*14 USC 831 states that: No member of the Auxiliary, solely by reason of such membership, shall be vested with, or exercise, any right, privilege, power, or duty vested in or imposed upon the personnel of the Coast Guard or the Reserve, except that any such member may, under applicable regulations, be assigned duties, which, after appropriate [training](#) and examination,

AUX OOD? CONTINUED ON PAGE 30

AUX OOD? CONTINUED FROM PAGE 29

he has been found competent to perform, to effectuate the purposes of the Auxiliary. No member of the Auxiliary shall be placed in charge of a motorboat, yacht, aircraft, or radio station assigned to Coast Guard duty unless he has been specifically designated by authority of the Commandant to perform such duty. Members of the Auxiliary, when assigned to duties as herein authorized shall, unless otherwise limited by the Commandant, be vested with the same power and authority, in the execution of such duties, as members of the regular Coast Guard assigned to similar duty.

At this time neither the Auxiliary Operations Policy Manual nor the Auxiliary Manual state clearly that there is no authority for Auxiliarists to serve as DWOs or duty officers exercising neither direct command authority nor that waivers can be pursued through appropriate chains of command, as desired. This will be addressed in the next Auxiliary Manual revision.

We are working with Cutter Forces (CG-751)

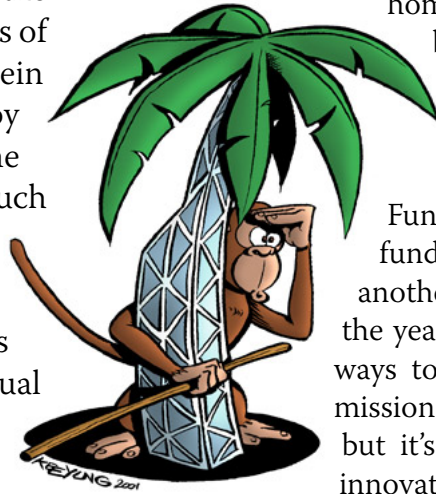
CAPT Mark Rizzo
Chief, Office of Auxiliary & Boating Safety

THE AUXILIARIST AND THE ECONOMY

It is possible that the Coast Guard Auxiliary is facing one of its toughest challenges given the current economic condition in the United States. Challenge is nothing new to us and undoubtedly, we'll rise to the occasion as we have through our long history. We take pride in helping the "Gold Side" of the Coast Guard who also faces a shortage of funds and an ever increasing demand for service. The "Silver Side" remains determined to stand along side the active and reserve components of the Coast Guard.

When you look through the Auxiliary membership

the bulk of our ranks are the retired citizens, many living on fixed income, or minor pension increases that can't keep up with this inflation rate. Losses in savings, cuts in income and benefits and a greater amount of the retirement cost being shifted to the retiree all cuts available monies to carry out his volunteer mission. Our younger members are not exempt either as they wrestle with lay off, loss of homes, savings, etc. The bottom line is less money to carry out our volunteer mission.



We don't have a General Fund to draw from or transfer funds from one account to another, so we must draw on all the years of experience and find ways to carry out our assigned missions. Car pooling is a start but it's going to take far more innovation on our part just to carry out our day to day duties. The "financial experts" best guess is it will take five to ten years to come out of the economic downfall. That means we have five to ten years of operating on a very lean money supply and an ever growing list of assignments and duties.

Washington D.C. recently passed a stimulus bill, designed to help the housing market, rebuild the infrastructure and get Americans back to work. We all saw the news media display the 1400 plus paged document voted on and designed to get our economy moving. I doubt if there was anything included to help the retiree or the Coast Guard Auxiliary. No matter, the government has the task of getting the country moving, we on the other hand are tasked with the same duties and missions we already had. Pretty simple in comparison! So, start thinking of ways to do all your Auxiliary assignments on less money; you know, just the same as we did raising our families and adjusting our household budget through the bad times. We made it then and we will this time as well, "Semper Paratus."

Submitted by: Edward W. Gould, PA, PB Flotilla 87

MEET AL JENSEN, THE FLARE GURU OF METRO SEATTLE



Al Jensen, a hard working auxiliarist from Flotilla 12, Edmonds, WA receiving collected expired flares from Doug Elrod, manager of West Marine store in Edmonds, Wa. (USCG AUX Photo)

Ron Wendland FSO-PA, PB Flotilla 12, Edmonds, Wa.

This story starts in 1999 when Al Jensen, who at that time was the DSO-PB, attended the Auxiliary District 13 Spring meeting. Admiral Blayney, the District 13 Commander attended and was one of the featured speakers. During his speech he mentioned the huge cost the Coast Guard was expending responding to false flare sightings, a calculated number close to \$1.3 million per year in District 13. He also mentioned there might be a possibility the Auxiliary could help with this problem. Al decided this was a problem he would take on. His first step was to find an acceptable method of disposal, which turned out to be the King County Bomb Squad. Al then set up a number of locations in the metro Seattle area which would take the flares in from the public. He then collected them and delivered them to the bomb squad. In 1999 Al disposed of 2740 flares and in 2000, received a Superior Professional Achievement Award from the Commander of District 13 for saving the district almost \$700,000. The Collection continued up to 2006 when the Environmental Protection Agency detected sulphur build up in the ground waters of the bomb squad facility.

The collection program was suspended while Al looked for a new repository which he found in late 2006. This new group will remain unnamed as their capability is maxed out by Al's collections. It is

however an environmentally clean operation with no chemical escapement. The program goes on up to this day. Al has at this point collected and disposed of 19,136 flares and saved the Coast Guard millions of dollars in responses to false flare sightings. Al will be celebrating his 20th year in the Auxiliary this April and is very active as FSO-PV in Flotilla 12, Edmonds, Wa..

UNEXPECTED WINDS

Last boating season an unexpected wind storm came across Lake Lowell in Caldwell, Idaho. This sent all the boaters rushing to the docks. No one was prepared to retrieve their boats and with the wind and large waves there were four boats sunk at the dock.

With the help of the marine deputies and Coast Guard Auxiliary along with numerous persons we were able to retrieve all vessels and get everyone off the lake without any injuries.

The marine deputy, (Ben Keyes) and Coast Guard Auxiliarists (Charlie Caddy) and (Larry Kelly) took charge and helped facilitate the safe removal of the vessels.

The photos were taken by Coast Guard Auxiliarists (Larry and Mary Corning).

Congratulations to all personnel for helping in this situation. A job well done by all.

Submitted By;

*Larry Kelly
Flotilla Commander
Flotilla 11-04
Caldwell, Idaho*



NEW FLOTILLA 73 ACTIVATED

Text and pictures by Robert Megel FSO-PA flotilla 73

On August 14, 2008 a ceremony was held for the newly activated detachment for the Coast Guard Auxiliary. This new detachment is located in The Dallas, Oregon. The new detachment will be part of Flotilla 73 located in Portland, Oregon. The detachment has the responsibility from Cascade locks to the west to Deschutes River to the east. That covers an area of about 60 miles on the water. This detachment conducts safety patrols, vessel exam's, BS & S classes just to name a few of the responsibilities. In attendance at the ceremony were Captain Frederick G. Myer (USCG Portland Sector commander), CDR Russell Proctor (USCG Portland Sector Executive Officer), District Commodore Bruce Miller (district 13 USCG Auxiliary), Sgt. John Katzenstein (Oregon State Police), members of Flotilla 73 and along with family members of Flotilla 73 and the Detachment.



Capt. Myers and Commodore Miller welcomed the new members of the detachment to the Coast Guard Auxiliary. They congratulated the members and new detachment. Capt. Myers expressed his appreciation for their support to the Coast Guard and stated that he looks forward to working with them in their duties. The detachment can also count on help from Flotilla 73 any time that it is needed.

The detachment will include the following new members. These are the original seven members of the detachment: Anthony De lucca, Robin De lucca,

Michael Knopf, Guy Theriault, Sylvia Theriault, Vern Tol and Robert White. The new Detachment will be lead by Guy Theriault. A Certificate was given to these 7 members by Capt Myers honoring them as PLANK HOLDERS for the unit.



HAVE PADDLE WILL TRAVEL 1870 MILES, 3 STATES & 14 DAYS

(PADDLE CRAFT OPERATORS LOG - 2008)

The year 2008 provided a number of patrol and on-the-water opportunities for a Paddle Craft Operator.

14-17 MAY – At the request of the Oregon State Marine Board the PCO served as an on-the-water practice vessel (could also be known as a “perp” boat) for the OSMB Marine Deputy Training at Camp Rilea/Cullaby Lake. This presented each Marine Deputy trainee with a vessel that is often over-looked by law enforcement and yet as we know is in the “High Focus” category because of higher than average accident and death rates. As the safety check progressed, the PCO was able to provide information about the unique safety aspects of paddle craft and how to maximize the effectiveness of contacts with paddlers.

19-22 JUNE – The PCO provided kayak support for

PADDLE CONTINUED ON PAGE 33

PADDLE CONTINUED FROM PAGE 32

the swimming leg of the Ironman Competition held at Coeur d'Alene in Idaho. The first three days involved accompanying entrants during their course orientation and practice for the swimming leg of the competition. On Sunday, the actual day of the event, the PCO served as a safety-support vessel (along with 80 or so non-Auxiliary kayakers) as more than 2200 swimmers undertook a 2.4 mile in 60 degree water. This allowed swimmers an opportunity to hold on to a kayak bow and rest if needed as well as being transported to a PWC for removal to shore for those unable to complete the swim.

23-24 AUGUST – On the first day of the Toledo Wooden Boat Show in Oregon, along with two power vessels operated by Flotilla 54 members, the PCO provided safety support for paddlers and rowers during a non-motorized boat race (the Yaquina Runoff) over a three mile course. One rower collided with a piling and needed alongside support as he was towed by a power vessel to the EMT area. On both days the PCO provided several on-the-water safety demonstrations as well and talking with visitors about boating safety.

19-22 SEPTEMBER – The West Coast Sea Kayak Symposium at Port Townsend, WA, allows attendees to try out various kayaks provided by a number of manufacturers. Although participants are required to wear life jackets many of them are very inexperienced paddlers without protective clothing. In cold water and often with wind, waves and some current, unplanned capsizes occurred. The Auxiliary has been providing safety and perimeter patrols for the past several years, and has been able assist a number of paddlers back into their boats and to shore if needed.

Some Gleanings from These Experiences:

As open water swimming and triathlons have grown in popularity over the past years so has the need for competent kayak escorts to guide swimmers along the course, evaluate swimmers, and assist those who appear to be in trouble. PCOs have not yet tapped these events as venues for their particular resources. The challenges of wind, waves, current and cold water can conspire with tightly grouped swimmers having

Thomas Murphy and Kayak. USCG Aux Photo



limited lines of sight and sometimes less experience swimming than on the other legs of the event to produce disorientation, confusion, exhaustion and hypothermia. Watching for swimmers who stray from the course, lack smooth and regular strokes, and who have to frequently stop and rest or look around is the key to early and effective intervention.

Similarly, at paddle events there are certain cues that aid in the identification of paddlers in trouble. Often right at the start an awkward launch, unsteadiness in the boat, unbalanced posture, and body stiffness can alert the PCO to possible mishaps. Keeping an alert lookout using effective scanning technique as well as listening for unusual sounds can help the PCO recognize capsizes and quickly respond.

Some phrases I use to focus my efforts are:

"If the start's tippy, the trip's iffy."

"A precarious start sets them apart."

"If it's white, it's not right." (The hull is upside down, as is the paddler.)

"If you hear a splash, make a dash." (A capsize requires immediate action.)

"If you can catch them, sprint to fetch them." (Outside the boundaries of the demonstration area, paddlers can quickly encounter precarious conditions.)

Submitted by: Thomas Murphy, Flotilla 54, Newport



WHO ARE WE?

From USCG AUX Association BEACON Spring 2009

My name is Stan Feldman. I am a member of the US Coast Guard Auxiliary. As a member of the Coast Guard Auxiliary, I have held the elected positions of VFC, FC, VCP, DCP and RCO. I have also held a number of appointed positions including FSO-MT/PS/FN/PE and MA in addition to SO-OP. On the District level I have been a DSO-FN.

My name is Stan Feldman. I am a member of the Coast Guard Auxiliary Association, Inc. Need I remind you, that as a member of the U.S. Coast Guard Auxiliary, you too are a member of the Coast Guard Auxiliary Association, Inc. I am also the Comptroller, Vice President Internal Affairs and Risk Manager. As the VP Internal Affairs I am always looking for programs that can benefit you the member of the Association. One of those programs is membership in Pentagon Federal Credit Union.

The Coast Guard Auxiliary Association, Inc is a 501(c) not-for-profit corporation that is the financial support of the U.S. Coast Guard Auxiliary. It is the Corporation that finances the major portion of the operations of the U.S. Coast Guard Auxiliary. It pays for the majority of the travel of the National Staff and Officers. It pays for the research and development that goes into the public education courses. It pays the bulk of the National Training Program (N-Train) and the National Conference (NA-CON) in addition to the cost of running a warehouse in St. Louis.

Income for the Association comes from the annual dues of the members (\$12.00 of your annual dues), net profit from the sale of educational material, sale of merchandise from the national store (located in St. Louis), donations and rebates/commissions from your purchases through Shop Auxiliary. A major source of income in the past year has been from your joining the Pentagon Federal Credit Union.

Pentagon Federal Credit Union has over 780,000 members from the Coast Guard, Air Force, Army, Homeland Security, Department of Defense and Veterans of Foreign Wars with over 12 Billion Dollars in assets. As a member of the Coast Guard Auxiliary Association you too can be a member. What is in it for you? For every dollar you charge on a PFCU credit card you get a 1% rebate deduct-

ed off your statement each month. When you charge at a supermarket, the rebate is 2% and when you charge your purchase of fuel at the pump, the rebate is 5%. No waiting for rewards or to accumulate dollars. It is a rebate each month right off your statement. In the meantime, the Association receives a quarter of one percent commission each month to help support USCG Auxiliary programs. For the calendar year through September 2008, this amounted to over \$32,700. And that is with only 1,315 of our 30,000 members joining the credit union through our special program offer and using the PFCU VISA Platinum Cash Rewards credit card.

Why don't you go to Shop Auxiliary and sign in to Member Benefits and start taking advantage of this benefit.

LIFE JACKET LOANER STATION IN THE MAKING

By Roland Barkholtz, F 63

The Port of Garibaldi will soon have a Life Jacket Loaner Station thanks to the efforts of Flotilla 63.

The Project Manager for the Flotilla, VFC Roland Barkholtz, began investigating the possibilities after visiting Bandon, Oregon while on vacation in September 2008. The Port of Bandon had a Life Jacket Loaner Station and he felt it would be a good idea to have one in Garibaldi.

The next step was to research other places that had the same type of Loaner Stations – particularly on the west coast. It was determined there were 20 sites in Oregon, 465 in Alaska, and of course many hundreds in California. Phone contacts provided valuable information.

While attending the Division 6 meeting in Ilwaco, Washington October 10-12, 2008, Roland met with several Auxiliarists who offered advice regarding contacts and suggested we contact the *State Marine Board* to get the life jackets. Roland then contacted MariAnn Koloszar, Mandatory Boating Education Coordinator, at this agency. She said her agency provides the initial stocking of life jackets absolutely *FREE!*

MariAnn maintains the list of Loaner Stations in Oregon and is continually updating it. In fact, she was very appreciative when Roland told her about the Bandon

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LIFE JACKETS CONTINUED FROM PAGE 34

station. She immediately updated the list and sent it to him.

Next, Roland asked FC Elliott Herder to craft a letter asking permission to install the Life Jacket Loaner Station with attached weather proof, plastic boaters' Safety Literature/ Brochure Holder(s). Holders are also provide to contain information about the CG Auxiliary and applications to join.

The request was presented to Don Bacon, Port of Garibaldi Manager at a Commissioners meeting on 10-27-09. Included was an offer by Flotilla 63 to build it and pay for the materials. Our request mentioned others were welcome to participate in building the Loaner Station or contribute to the building expenses.



Life jackets float, you don't. USCG illustration by PA1 Pete Milnes

Subsequently, it was approved and within a few days, two local public minded citizens contributed more than enough to pay for any materials we might need. During the Commissioner's meeting, Roland offered several recommendations (including photos) as to where the Station should be installed. Ultimately one of the sites - next to the boat launching/loading ramp - was approved. Of course, Flotilla 63 will be responsible for maintaining and stocking the Station.

Don Bacon offered some very good scrap metal (from one of last year's storm) and some 4x4 wooden posts. He also offered the Port's services to build and install the Loaner Station. Flotilla 63 would be responsible for the plywood and signage expenses. We now have places to get both needs fulfilled at a very reasonable price.

In January Flotilla 63 received 32 life jackets. Included were 5 Infant life jackets, 5 Child Small, 5 Medium, 10 Youth and 7 Adult Universal life jackets. Most of the life jackets are new and all were in very good condition. The U.S. Coast Guard offered the use of their stencils to put the USCGAUX name on them. Flotilla 63 will furnish the paint.

It is anticipated the PFD Loaner Station will be completed in March, 2009 and dedicated shortly thereafter. *Keep tuned for more updates!*

PROPOSED LORAN-C TERMINATION

Thomas Nunes

Deputy Chief, Public Affairs Department

Background:

The President released his Policy Budget on Feb. 26. This policy included the intention to terminate LORAN-C service. The termination of an antiquated system that is no longer required by the armed forces, the transportation sector or the nation's security interest is intended to save \$36M in FY10 and \$190M over 5 years. Consistent with the Administration's pledge to eliminate unnecessary federal programs and systems, the Loran-C signal will be terminated early in FY10.

Guidance:

CG EXTERNAL communications posture is passive. **DHS is the lead federal agency on termination of Loran-C and for issues relating to a federal back up system to GPS.**

Media inquiries on the termination of Loran-C and GPS back up shall be referred to DHS, (202) 282-8783 / (202) 282-8010.

Media inquiries on the impact of termination on Coast Guard activities, facilities and personnel shall be referred to CG-0922, (202) 372-4627

Inquiries from maritime industry groups shall be forwarded to CG-5413, 202 372 1545.

Inquiries from local communities that may be impacted by Loran-C termination shall be forwarded to the cognizant District GAO/PAO.

Key Message:

Consistent with the Administration's pledge to eliminate unnecessary federal programs and systems, the President's Policy Budget announced Feb. 26 will include the

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intention to terminate the Loran-C signal early in Fiscal Year 2010.

As a result of technological advancements over the last twenty years, Loran-C has become an antiquated system that is no longer required by the armed forces, the transportation sector or the nation's security interests; it is being used by only a small percentage of the population. Continued dedication of limited Federal resources to operate Loran-C is no longer sound stewardship of taxpayer funds.



The policy announcement Feb. 26 begins a process that will include the announcement of the President's specific FY10 budget in April, followed by the action of Congress. Details of the termination plan including what will happen with facilities and staffs will be made available upon the submission of the President's budget expected in mid-April.

Dedicated Coast Guard men and women have done an excellent job running and maintaining the Loran signal during the last 52 years. It is a service and mission of which the entire Coast Guard can be proud.



LORAN Station Havre, MT

The Department of Homeland Security will work closely with other Federal Agencies and international partners during the shut down process.

The Department of Homeland Security will be fully transparent, implement policy statements and develop plans along with the rest of the Federal Government Agencies.

The Coast Guard has had a close relationship with many communities located near Loran facilities for a long time and we value those relationships. The termination plan, including impacts to specific Coast Guard facilities, will be available in conjunction with submission of the President's proposed FY2010 budget to Congress and we will work with these communities as required.

MEET THE NEW CITIZEN'S ACTION NETWORK (CAN) OFFICER

By LCDR Andre Billeaudeaux, DirAux



Lieutenant Commander Lance Lindgren recently reported aboard District 13 and currently serves as the D13 Citizen's Action Network Officer. LCDR Lindgren is developing and training a cadre of field-level CAN officers on the gold side to engage the public and their respective Auxiliary membership. He is also seeking Auxiliarists to provide what will be an in-person greeting (at the applicant's waterfront home or business) and initial maritime training to new CAN applicants.

He says, "CAN has proven to be a great tool to not only to assist us with more effective case prosecution, but to recruit motivated and ready applicants into the Coast Guard Auxiliary."

In addition to growing the 335-member program here in the Northwest and Canada, LCDR Lindgren will be training Auxiliarists on the D13 CAN program as a special guest at the upcoming National Auxiliary AWW/Sea Partners Conference in San Diego, CA.

LCDR Lindgren brings significant professional experience as the new D13 CAN Officer. He enlisted in the Coast Guard in 1987 and has served aboard two cutters, an Aid's to Navigation Team, a search & rescue station and two Marine Safety Offices. His was the Executive Officer of the Maritime Safety and Security Team (MSST) in Seattle in his previous assignment.

If you have questions about CAN please give him a call at (206) 220-7221 or email him at: lance.e.lindgren@uscg.mil. He also hosts a CAN "spot" in the D13 Maritime Information Initiative (MII) where members can interact with others, review FAQs or seek the most recent information. This option is available at: <https://www.chds.us/?special/info&pgm=Maritime>

REPORT ON DISTRICT 13 GENERAL MEETING

HELD AT CLACKAMAS, OREGON

12 TO 15 FEBRUARY, 2009

Peter Raiswell, DCOS

District 13 recently gathered at the Monarch Hotel, Clackamas, OR for its spring meeting. District meetings are held twice a year; once in the fall and once in the spring.

The spring meeting is the main training meeting of the year. To that end we had over 70 members on orders and several training sessions. Five of our DSO's, Joe Baney, Ed Simmers, Joe McClain, Frank McJunkins and Garrison Bromwell, and our conference coordinator Jan Jenne had all made the trip to a cold St. Louis to attend NTRAIN in January. There they had almost two days of intensive training which they could to bring back to District 13 and offer to their respective SO's and the general membership. We had training sessions for Navigation Systems, Member Training, Operations and Communications at which the groups were able to learn about and discuss the latest updates and policies coming from out national staff officers. Reports from attendees at all of these



*District 13 USCG Auxiliary Commodore Dennis Hoppman at Award Banquet addressing the attendees.
USCG Aux Photo by Dean Wimer*



RADM Currier presenting the USCG Aux Meritorious Service Medal to DSO-PA Bruce Miller for his service as DCO with DCO Hoppman looking on at District Meeting. CG AUX Photo Dean Wimer

sessions were very positive: they were informative, well presented and enjoyed by all. Thanks to Joe, Frank, Garrison and Joe for condensing what they had learned at NTRAIN and presenting the information so lucidly.

Our attending representative for National was COMO James Vass, the National Vice Commodore. Not only did he share many thoughts with everybody at his presentation after lunch on Saturday but he was present at many of the other meetings for four days, offering wisdom, guidance and counsel, all of which was much appreciated. Elsewhere I've written of the value of EXCOM members travelling to meetings throughout D13; here we were the recipient of that value from our national organization. Having COMO Vass with us for four days was immensely helpful to all who spent time with him.

RADM Currier was our featured guest and speaker for the formal dinner on Saturday night. He is a straightforward and forthright leader who has been a huge supporter of the Auxiliary for many years and he shared some of his thoughts with us after dinner. This summer he is being promoted and going to Washington DC to become the Chief of Staff of the Coast Guard. We wish him well and thank him for all his support while he's been here in D13.

We also bid farewell to two other long time supporters of the auxiliary, CAPT Bill Devereaux, head of prevention for D13, and CAPT Mark D'Andrea, head

DISTRICT MEETING CONTINUED ON PAGE 38



DCAPT-S Dean Wimer and DCOS Raiswell at District Meeting Banquet. USCG Aux Photo

DISTRICT MEETING CONTINUED FROM PAGE 36

of response for D13. Both are retiring in the next few weeks after many years of Coast Guard service. They have both been of tremendous help to the Auxiliary and worked tirelessly with Auxiliary leaders over the years. We shall miss them and wish them well in their retirement.

At the main session on Saturday morning we introduced the new Division Commanders from our ten divisions and mourned the passing of several members. We conducted a Change of Watch swearing in COMO Dennis Hoppman as he took over the leadership of District 13 and Peter Raiswell as he became the District Chief of Staff. Our area District Captains for 2009 are Dean Wimer, DCAPT-S, Kathy Goodwin, DCAPT-E, and Steve DeMaggio, DCAPT-N. Dean is serving his second year in that office and we welcome Kathy and Steve to their new positions. We heard messages from members of the bridge as they shared their thoughts, goals and hopes for the district with us.

We were able to present a number of awards at the meeting. The two most notable were the award of the Meritorious Service Medal to COMO Bruce Miller as he passed

the baton of leadership to COMO Hoppman; and the announcement of the 2008 Auxiliarist of the Year Award to Frank McJunkins. Frank has done extraordinary work for the district in many ways and is a worthy recipient of this award. Congratulations, Frank!

Elsewhere we had an EXCOM meeting, a Ways and Means Committee meeting, an Award Team meeting and a Board meeting. The district store, under the able leadership and guidance of DSO-MA Matt Epstein and his wife Diane, was open and several members were able to find "stuff" they wanted. To me there is always that "one more thing" I had not realized I needed!

At the Board Meeting we heard from each division and passed the budget for 2009. The Ways and Means Committee had recommended a dues increase of \$15.00 a head for 2010 to the Board and that motion was passed after considerable discussion. A separate article on the need for the dues increase appears elsewhere in this issue of Buoy 13.

The District Meeting is a hectic few days as we cover a lot of business that is important. It also provides some of the glue that keeps us together. Lots of fellowship and catching up with people you may not have seen for a while. Lots of "corridor meetings", personal contact and a few drinks and meals together; aspects that are so very important to our collective life together. If you've never been to a district meeting I encourage you to attend one in the future, they are worth your time.



D13 Commander, RADM Currier visiting with members of the Auxiliary during the Banquet at District Meeting in Clackamas. USCG AUX Photo by Dean Wimer

Thirteenth District Commander John P Currier has been selected for Vice Admiral and upon Senate approval will assume the position of Chief of Staff, U S Coast Guard in Washington DC.

THE COAST GUARD AUXILIARY AIR WING

By Sonya A. Quitslund



Sonya Quitslund before a Aux Air Facility. CG AUX Photo by Ian McFall

In 1983, I became a member of Division 11's air wing in the 5th District which boasted a flotilla devoted entirely to flying. We only flew week-ends from early May to September with an annual Fly-in to the Coast Guard Air Station at Elizabeth City, NC. Imagine my disappointment

when I transferred to D13 in 1995 and found nothing. Oh, there was talk but that was about it. Then, in 1996 I learned at a District meeting that Ed Hart was in charge of Air Ops but nothing more. Ed Erickson tried to keep my spirits up with an occasional flight. We both agitated for real action. Meanwhile I flew back East each year to get in my hours and to do the swim test (in Air Ops an annual swim test is required) to keep my quals. Finally, in May of 2000, I attended my first Fly-in in D13. At last the air program was taking off! Then came 9/11....

Where is the program today? Unlike the 5th District, there is no flotilla exclusively dedicated to the air wing (although there has been talk). Instead it is a District wide program with active members in WA, OR, and



Active duty instructors with Auxiliaries preparing for annual swim. Those not in flight suits will put on a wet one after the 1st swimmers complete their 3 laps. CG AUX Photo by AO Ian McFall



AUX Air facility and crew Aircraft is an Auxiliary Bell Jet Ranger helicopter, jet-turbine powered helicopter, seats 5, used mostly for patrols in the Tacoma-Seattle & Everett areas. Shown are CDR Zullick, a USCG enlisted observer & Brad Pattison F 33.

ID. Under Gordon Myers, our first DSO-AV13, we finally received regular missions. Now we fly year round. Our current DSO-AV13, John Warner, added a winter meeting to supplement our annual Fly-in (which alternates between Air Station Port Angeles and Air Station Astoria). The Fly-in is a week-end of training which includes our annual swim test- 75 yards or 3 pool lengths in flight suit and boots! Plus getting into and out of a raft, always a fun experience, especially for spectators, as well as egress exercises. In addition all members must go to Pensacola, FL for spatial disorientation training which is a one time obligation.

All in all the members are a highly trained and disciplined group a pleasure to work with. Currently there are 15 air facilities, including a Bell Jet Ranger 206 helicopter, 19 Pilots, 18 Air Crew, 34 trainees. We fly about 840 hours on 235 Coast Guard missions per year. Our missions are similar to surface patrols but no towing! And we cover a lot more territory.

In 2007, our DSO-AV started a new tradition, recognizing top pilots and observer/air crew. This year's top "winners" received more than the traditional Coast Guard certificate- an attractive Coast Guard sweatshirt!

Aircraft commander of the Year- Mike Pearce with

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38 missions and 115 hours.

Observer /Air Crew of the Year- Sonya Quitslund, 33 missions and 97 hours

Also Honored:

Aircraft commander Gary Nepple 25 missions, 105 hours

Aircraft Commander Jack Herrick 29 missions, 99 hours

Air Crew Doug Rosetta 25 missions and 87 hours

Air Crew Bob Huke 20 missions and 84 hours

New members, even if they are already qualified pilots must start at the bottom (Air Observer) and work their way up through Air Crew to Pilot to Aircraft Commander.

The training is rigorous and demanding (ask any of my Air Observer trainees) because SAFETY is Priority Number One. Membership in Team Coast Guard is a serious responsibility and privilege.

Patrick- photos were taken by AO Ian McFall. ADSO AV 13 John Warner is making the presentations to Air Observer/Air Crew of the year Quitslund and to Aircraft Commander of the Year Pearce.



CG Auxiliary Air unit in flight over Alki Point Light House, West Seattle. CG AUX Photo

NEWS FROM DIVISION 5

Ellen Karan, DCDR

In Division 5 we will be concentrating our efforts on Member Training in 2009. We need to expand our Recreational Boating Safety Program, RBS, personnel to better serve the boating public. The boating fatalities that occurred in Southern Oregon last year showed that there is a need to get more safety information to boaters, especially those who operate vessels under 20 feet.

Our Division 5 Spring Training Conference will be held at the Driftwood Shores Inn, on the beach, in Florence, Oregon on 27, 28, and 29 March 2009. If you would like to attend, please email me at uscgaux.13005@yahoo.com for our agenda and registration information.



DSO's - THE NEW MEMBER TEST ONLINE

Emily Chaput, BC-PRP

The new member test now available online has a new Username and Password for entry to take the test. It the same for everyone to make things more user friendly.

Please forward down the chain to all ADSO's, SO's and FSO-PS officers.

The link should be to: <http://64.207.134.26/usr/moodle2/course/view.php?id=72>

Username: newmember

Password: uscgaux

This story is about D-13 Auxiliarists serving with FEMA last summer. I know that Maggie, Gary and Vicky weren't the only ones. When I was the DSO- Response we put 150 or so Auxiliarists on duty with FEMA. Many of those are still on call. Gary & Vicky Nepple were involved with FEMA this past year as well as Maggie and others. Gary is a member of flotilla 76, he is very active in division 7 and is our ADSO-AV operations and the Air Squadron Executive officer. A major task which he does very well..

*John W. Warner
DSO-AV 13*

MY TEXAS TRIP WITH FEMA

Maggie Albert, DSO-FN

Since FEMA is managing so many disaster areas now, I was one of many requested by FEMA to put myself on available status for deployment. A few days after making myself available, I received a call from FEMA to report to the Joint Field Office (JFO) in Austin, Texas within 24-48 hours to help with Hurricane Ike recovery. About 30 hours later, my flight arrived in Austin at 11:00 PM. By the time I retrieved my luggage, found my rental car and drove to the hotel (getting lost in Austin twice), it was 1:30 am. I reported to the JFO at 7:30 that morning—a little groggy, but—hey, I was there. Since I had completed the required security clearance, I was issued a FEMA badge, cell phone and lap top computer. I was to have 5 days of mandatory training. About noon of the second day at the JFO, I was requested to go immediately to a Mobile Disaster Recover Center (MDRC) at Pearland, Texas as Lead. So much for my mandatory training.... Lead position meant that I would be managing a group of disaster employees who were assisting those people impacted by Hurricane Ike. And so, with map in hand, I headed to Pearland. I was extremely fortunate to find a hotel room about 3 miles from the MDRC. This hotel had sustained water and wind damage and was being repaired. The walls had been replaced, but not painted or papered. Carpeting and flooring had been removed;

many rooms had plastic sheeting for drapes. All of the room numbers were on papers taped to the doors. But, most importantly, it was a safe, clean, cool environment. I did not complain; I was very happy to be there. Some disaster workers had up to an hour commute to their work area. Due to the condition of the hotel it was not open to the public; it was open only to disaster workers. We were told that we would probably be moved from room to room as the repairs progressed. During the 26 days that I was in that hotel I was moved 3 times. The employees in the hotel were extremely friendly and helpful. I was one of the few women staying in the hotel; several of the men were fellow Coast Guard Auxiliarists from around the country. We shared our commonalities and fellowship. That hotel was a safe harbor for me.

The MDRC was located in a parking lot. It consisted of 7 large canopies with tables and chairs and one motor home. The motor home had a satellite dish on top and provided power for the computers. The legs of the canopies were each secured to the ground by a 24-pack of bottled water. The center bottles had been removed and the legs of the canopies were each inserted (literally stabbed) into the package. This worked well until the 50 mph gusts of wind hit us. All of the canopies were lifted off the ground and moved about a foot. Applicants scattered and workers grabbed the canopies. Cinder blocks were ordered and the canopies were secured in place. Even though the cinder blocks did a better job of securing the canopies, I thought that the stabbed packages of bottled water gave the MDRC more character.



Two sailboats lie against a palm tree out of the dock Sunday, Sept.. 14, 2008, where high storm surge force many vessels out of their pier slips following the landfall of Hurricane Ike. U.S. Coast Guard photo/Ensign Kimberly Kaiser

The disaster workers at the MDRC included FEMA, Small Business Administration, Counselors, Texas Insurance Commission, Workforce, HUD, the state of Texas, 24-hour Security Guards, and someone who we called “the driver.” The driver had been contracted to operate the motor home and keep the equipment running smoothly. Everyone worked

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together as a team to help the applicants work through their course of actions. The applicants related horror stories and showed us pictures of their damaged homes. We patiently listened to their stories and looked at the pictures because we knew that they needed to process what they had experienced. Their emotions ran high; their elevated stress levels were evident.

During the first 2 weeks that I was there, we worked 11-12 hour days 7 days/week. After that we worked 9 ½ - 10 hour days 6 days/week with Sundays off.

The weather was humid, windy and warm. Dirt and sand blew on us from the parking lot. During the thunderstorms we had to shut down for safety. Tarps and umbrellas kept us somewhat dry when the wind blew the rain under the canopies. Our computers would occasionally all go down. But through it all, the applicants kept coming. They came not only from the Pearland area but also from Houston and Galveston as well.

Since they knew that I am an RN, I was asked to work on the Special Needs cases. Those cases included applicants with physical or mental challenges. Many of them were families with children or adults who had asthma and needed to get out of their damaged, mold-contaminated homes.

The damage from Hurricane Ike was evident. Galveston is located about 30 minutes from Pearland. The only way that I can describe the damage I witnessed on Galveston Island is "scary." I cannot image the force of Hurricane Ike hitting that island.



A few days before I left Pearland, I noticed that, as the disaster workers cycled out, the hotel opened up to the public. I noticed tourists---families---at the hotel. I realized that life does go on, and somehow, I found that thought very comforting.

ALCOAST 074/09

COMDTNOTE 1020

RESULTS OF UNIFORM BOARD #43

A. UNIFORM REGULATIONS, COMDTINST M1020.6 (SERIES)

1. This ALCOAST reports the results from uniform board no. 43. It also implements changes to the uniform regulations that will remain in effect until incorporated into the next change of ref a. (Currently under revision).

2. The following changes were approved and are effective immediately unless otherwise noted:

a. Change naming nomenclature from tropical blue long uniform to tropical blue uniform.

b. Change naming nomenclature from service dress blue bravo uniform to service dress blue uniform.

c. Female dress pumps are removed from the required sea bag list and are now listed as an optional item beginning in fiscal year 2010.

d. Authorize the campaign cover (smokey cover) to be worn with uniforms service dress blue and below, at TRACEN Cape May only.

e. Authorize the food service (FS) "A" school instructors to use a blue collar trim for instructors E4-E6 and a gold collar trim for instructor E7 and above, on the chefs coat right breast authorize embroidered word instructor in 1/2 inch blue or black block letters, on the chefs coat left breast is a sewn on patch or velcro patch with the word instructor removed, and authorize wearing of an eight inch tall chef hat.

f. Support the Coast Guard Auxiliary program by authorizing the AUXOP device made in an embroidered style.

g. Authorize enlisted aides/drivers for flag officers to wear aiguillettes. Aiguillettes must be single-rope and solid blue in color. The blue aiguillettes may only be worn with service dress blue, tropical blue, and winter dress uniforms.

UNIFORMS CONTINUED ON PAGE 43

UNIFORMS CONTINUED FROM PAGE 42

h. Authorize class advisors and indoctrination petty officers at TRACEN Petaluma and TRACEN Yorktown to wear red and or green aiguillettes for easy identification. The red and/or green aiguillettes may only be worn with service dress blue, tropical blue, and winter dress uniforms.

i. Authorize standardization of the command ashore and command afloat devices, regular-sized and miniature-sized.

3. The following item was approved for further development and/or funding. This attire is not approved for implementation until directed--adding physical fitness clothing to the required sea bag list.

4. The following item was reviewed and held for determination at a later date--creation of a major systems acquisition program managers insignia.

5. The following uniform board items were reviewed and disapproved:

- a. De-authorize female combination covers.
- b. Placing religious affiliation on chaplains ball cap.
- c. Wearing two qualification insignia on the operational dress uniform.
- d. Wearing post-command device on the operational dress uniform.
- e. Wearing of merchant marine service insignia.
- f. Wearing of temporary qualification on the operational dress uniform.
- g. Wearing E4-E6 collar devices on the windbreaker.
- h. Wearing of the U. S. Flag on the operational dress uniform.
- i. Designing a cuffed short-sleeved ODU shirt as an optional item.
- j. Wearing foreign language flag on plastic name tag.
- k. Removing button placard on female dress shirt.
- l. Wearing mix and/or match untucked and tucked operational dress uniform items at the same time.
- m. Creation of summer white uniform for E7 and above.
- n. Adding two lower pockets on the operational dress uniform.

o. Development of dress khakis for E7 and above.

p. Development of short-sleeved winter dress blue shirt.

q. Adding waist tabs to the untucked operational dress uniform.

6. The above items were thoroughly researched and debated at great length. The uniform board meets at least annually to discuss new recommendations and initiatives. The following members are recognized for their hard work and dedication for making this uniform board a success: Commodore Henry Pratt (AUX), CDR James Blow, LCDR Jennifer Sinclair, LCDR Carol Stundtner, LT Thomas Stokes, LT Latasha McQueen, MCPO Bryan Clemons, MCPO Kevin Isherwood, MCPO Claude Taylor, MCPO Ann Tubbs, MCPO Marvin Wells, MCPO Joseph Smith, YNC Olivia Winchester, and CAPT Anthony Gentilella, CDR Robert Laahs, Mr. Carol Brewton, Mr. William Broadway, Mr. Joseph Deblase, CWO David Mcloughlin, and CWO Tarvin Greene.

7. Uniform board 44 date is to be determined at a later date. All members of the U.S. Coast Guard are encouraged to submit suggestions and recommendations to Commandant (CG-1221), thru the chain of command and their program manager.

8. Area and district commanders, commanders of maintenance and logistics commands, sector commanders, commanding officers and officers in charge, assistant commandants for directorates, chief counsel, and special staff offices at headquarters, please ensure wide dissemination of this ALCOAST.

9. For questions contact CWO Greene at (202)475-5369 or tarvin.t.greene@uscg.mil.



10. RDML Daniel A. Neptun, Director of Personnel Management, sends.

Rear Adm. Daniel Neptun (U.S. Coast Guard photo/PA2 Andrew Kendrick)

STERNWHEELER DAY FESTIVAL

Text and pictures by Robert Megel FSO-PA Flotilla 73

On Friday the 27th of June, the Sternwheeler *Steamer Portland* left her port in Portland, Oregon and headed up the Columbia River to the city of Cascade Locks through Bonneville locks for the Sternwheeler Day Festival that weekend. *Steamer Portland* is operated by two steam engines. There are not too many of



her kind left around that are still operating. *Steamer Portland* was being escorted by two of our own Coast Guard Auxiliary vessels from Flotilla 73. I had a chance to watch her go through the locks and take a lot of pictures. While going through the locks at Bonneville, *Steamer Portland* and escort vessels made it through without any problems. They continued up



to Cascade Locks where *Steamer Portland* was going to race the *Columbia Gorge* that weekend. While trying to moor at the old locks in Cascade Locks *Steamer Portland* ran into some problems. She was fighting a strong current trying to get into the locks. While fighting the current she ended up backing up onto the rocky shore line destroying her paddle wheel making the boat incapable of moving under its own power. Nearby was the tug boat *Invader* that was just about to go through the locks at Bonneville. She turned around and helped get *Steamer Portland* moored at Cascade Locks.



At the Festival we had our emergency command trail on display. The trailer had just been finished in time for the festival. This trailer was put together so if we had a disaster we can station the trailer close and have communications between the disaster site and Sector Portland. Inside the trailer was modified to accommodate a desk with a couple of radios for communicating with Sector Portland and on scene vessels.

The inside is a small kitchen, lavatory, bed and dining area. After the Portland Steamer ran aground the ECP (emergency command post) was put into operation for the first time. With the trailer up and running the communications between the two escort vessels, *Steamer Portland* and Sector Portland went very well. Demonstrating that the trailer is a great assets to the Coast Guard this new trailer has also proven to be of great value to Flotilla 73.

MORE IMAGES FROM D13 MEETING 13-15 FEBRUARY 2009



Photos by various USCG Auxiliary photographers

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United States Coast Guard Auxiliary

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Flotilla 17 on patrol at SeaFair June 2008. Photo by David Martens, F17